



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2006-09

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
P. O. Box 26460
Oklahoma City, OK 73125-0460
FAX 405-954-4104

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2006-01			
2005-26-10		Engine Components Inc.	See AD
2005-26-11		DG Flugzeugbau GmbH	Sailplane: DG-800B and DG-500MB
2005-26-12	S 2004-08-13	Burkhardt Grob Luft-Und Raumfahrt GmbH & Co Kg	Sailplane: G103 Twin Astir, G103 Twin II, G103A Twin 11 Acro, G103C Twin III Acro, and G 103 Twin III SL
2005-26-13	S 2002-22-11	Turbomeca	Engine: Artouste III B, B1, and D turboshaft
2005-26-14		Burkhardt Grob Luft-Und Raumfahrt GmbH & Co Kg	Sailplane: G103 Twin Astir
2005-26-53	E	Pacific Aerospace Corporation	750XL
Biweekly 2006-02			
2001-08-14R1	R 2001-08-14	Turbomeca S.A.	Engine: Arrius Models 2B, 2B1, and 2F
2005-24-10		American Champion Aircraft Corp.	7ECA, 7GCAA, 7GCBC, 8KCAB, and 8GCBC, 7AC, 7ACA, S7AC, 7BCM, 7CCM, S7CCM, 7DC, S7DC, 7EC, S7EC, 7ECA, 7FC, 7GC, 7GCA, 7GCAA, 7GCB, 7GCB, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, 8KCAB, and 8GCBC
2005-26-53		Pacific Aerospace Corporation Ltd.	750XL
2006-01-05	S 87-12-05	Honeywell International Inc.	Engine: T5309, T5311, T5313B, T5317A, T5317A-1, and T5317B series turboshaft, T53-L-9, T53-L-11, T53-L-13B, T53-L-13BA, T53-L-13B S/SA, T53-L-13B S/SB, T53-L-13B/D, and T53-L-703 series turboshaft
2006-01-11		Cessna	208 and 208B
2006-02-51	E	Raytheon	390
Biweekly 2006-03			
2006-02-08		Turbomeca	Engine: Arriel 1B, 1D, 1D1, and 1S1
2006-02-12		DG Flugzeugbau GmbH and Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-100, DG-400, DG-500 Elan Series, and DG-500M
2006-02-51	FR	Raytheon	390
Biweekly 2006-04			
2006-02-12	COR	Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-100, DC-400, DG-500 Elan, and DG-500M
2006-03-08		Aero Advantage	Appliance: Vacuum Pumps
2006-03-17		Polskie Zakłady Lotnicze	PZL M26 01
Biweekly 2006-05			
2006-04-15		Turbomeca	Engine: Turbomeca Artouste III B, Artouste III B1, and Artouste III D turboshaft
Biweekly 2006-06			
2006-01-11 R1	R 2006-01-11	Cessna	208 and 208B
2006-05-05		MT-Propeller Entwicklung GmbH	Propeller: MT, MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22, MTV-24, and MTV-25
2006-06-01		Eurocopter France	Rotorcraft: EC 155B and B1
2006-06-02		Eurocopter France	Rotorcraft: SA-365N, SA365N1, AS-365N2, and SA-366G1
2006-06-06	S 2005-07-01	Cessna	208 and 208B
2006-06-51	E	General Electric	Engine: CT7-8A

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2006-07			
2005-13-09	COR	GROB-WERKE	G120A
2006-06-16		Lycoming Engines	Engine: AEIO-360-A1B6, AEIO-360-A1E6, IO-360-A1B6, IO-360-A1B6D, IO-360-A3B6, IO-360-A3B6D, IO-360-C1C6, IO-360-B1G6, IO-360-C1G6, IO-360-C1E6, LO-360-A1G6D, LO-360-A1H6, O-360-A1F6, O-360-A1F6D, O-360-A1G6D, O-360-A1H6, O-360-E1A6D, O-360-F1A6, IO-360-C1D6, LIO-360-C1E6, LO-360-E1A6d, LIO-360-C1D6
2006-06-17		Turbomeca	Engine: Arriel 1B, 1D, and 1D1 certain turboshaft
2006-07-06		Cirrus Design Corporation	SR20, SR22
Biweekly 2006-08			
2006-06-06	COR	Cessna	208 and 208B
	S 2005-07-01		
2006-07-15	S 2003-07-01	Thrush Aircraft Inc.	S-2R, S2R-G1, S2R-R1820, S2R-T15, S2R-T34, S2R-G10, S2R-G5, S2R-G6, S2RHG-T65, S2R-R1820, S2R-T34, S2R-T45, S2R-T65, 600 S2D, S-2R, S2R-R1340, S2R-R3S, S2R-T11, S2R-G1, S2R-G10, S2R-T34, S2R-G1, S2R-G10, S2R-G6, S2RHG-T34, S2R-T15, S2R-T34, S2R-T45, S-2R
2006-07-20		Turbomeca	Engine: Makila 1 A2 turboshaft
2006-08-01	S 97-24-09	BURKHART GROB LUFT-UND RAUMFAHRT GMBH & CO. KG	Sailplane: G 103 C Twin III SL
2006-08-06		Eurocopter France	Rotorcraft: SA-360C, SA-365C, SA-365C1, and SA-365C2
Biweekly 2006-09			
2002-11-05-R1	R 2002-11-05	Air Tractor	AT-501
2006-06-51	FR	General Electric	Engine: CT7-8A
2006-07-15	COR	Thrush Aircraft Inc.	S-2R, S2R-G1, S2R-R1820, S2R-T15, S2R-T34, S2R-G10, S2R-G5, S2R-G6, S2RHG-T65, S2R-R1820, S2R-T34, S2R-T45, S2R-T65, 600 S2D, S-2R, S2R-R1340, S2R-R3S, S2R-T11, S2R-G1, S2R-G10, S2R-T34, S2R-G1, S2R-G10, S2R-G6, S2RHG-T34, S2R-T15, S2R-T34, S2R-T45, S-2R
	S 2003-07-01		
2006-08-07		Brantly Helicopter	Rotorcraft: B-2, B-2A, and B-2B
2006-08-08		Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2006-08-09		Air Tractor	AT-802A
2006-08-11		Pilatus	PC-12 and PC-12/45
2006-08-12	S 2001-24-51	MD Helicopters	Rotorcraft: 600N
2006-08-13		Pratt & Whitney Canada	Engine: PW535A

**AIR TRACTOR
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2002-11-05-R1 Air Tractor, Inc.: Amendment 39-14564; Docket No. FAA-2006-23647; Directorate Identifier 2006-CE-06-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on April 21, 2006.

Are Any Other ADs Affected by This Action?

(b) This AD revises AD 2002-11-05, Amendment 39-12766.

What Airplanes Are Affected by This AD?

(c) This AD applies to Model AT-501 airplanes that are certificated in any category. Use Table 1 in paragraph (c)(1) of this AD for AT-501 airplanes that do not incorporate and never have incorporated Marburger winglets and use Table 2 in paragraph (c)(3) of this AD for AT-501 airplanes that incorporate or have incorporated Marburger winglets.

(1) The following table applies to airplanes that do not incorporate and never have incorporated Marburger winglets along with the safe life (presented in hours time-in-service (TIS)) of the wing lower spar cap for all affected airplane models and serial numbers:

**TABLE 1.—SAFE LIFE FOR AIRPLANES THAT DO NOT INCORPORATE
AND NEVER HAVE INCORPORATED MARBURGER WINGLETS**

Model	Serial Nos.	Wing lower spar cap safe line
AT-501	0002 through 0061	4,531 hours TIS.
AT-501	All beginning with 0062	7,693 hours TIS.

(2) If piston-powered aircraft have been converted to turbine power, you must use the limits for the corresponding serial number turbine-powered aircraft.

(3) The following table applies to airplanes that incorporate or have incorporated Marburger winglets. These winglets are installed in accordance with Supplemental Type Certificate (STC) No. SA00490LA. Use the winglet usage factor in Table 2 of this paragraph, the safe life specified in Table 1 in paragraph (c)(1) of this Ad, and the instructions included in Appendix 1 to this AD to determine the new safe life of airplanes that incorporate or have incorporated Marburger winglets:

**TABLE 2.—WINGLET USAGE FACTOR TO DETERMINE THE SAFE LIFE
FOR AIRPLANES THAT INCORPORATE OR HAVE INCORPORATED
MARBURGER WINGLETS PER STC NO. SA00490LA**

Model	Serial Nos.	Winglet usage factor
AT-501	0002 through 0061	1.6
AT-501	all serial numbers beginning with 0062	1.6

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of service reports and analysis done on wing lower spar caps of Air Tractor airplanes. The actions specified in this AD are intended to prevent fatigue cracks from occurring in the wing lower spar cap before the established safe life is reached. Fatigue cracks in the wing lower spar cap, if not detected and corrected, could result in failure of the spar cap and lead to wing separation and loss of control of the airplane.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

TABLE 3.—ACTIONS/COMPLIANCE/PROCEDURES

Actions	Compliance	Procedures
(1) Modify the applicable aircraft records as follows to show the reduced safe life for the wing lower spar cap (use the information from table in paragraph (c)(1) of this AD and utilize the information in paragraph (c)(3) of this AD and the Appendix to this AD, as applicable).	Do the logbook entry within the next 10 hours TIS after July 12, 2002 (the effective date of AD 2002-11-05), unless already done. The logbook language is referenced as AD 2002-11-05 instead of AD 2002-2002-11-05 R1 to maintain continuity and to assure that no additional action is necessary.	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may modify the aircraft records as specified in paragraphs (e)(1) of this AD. Make an entry into the aircraft records showing compliance with this portion of the following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9). Do the replacement when the safe life is reached following Snow Engineering Service Letters #197 or #205, both revised March 26, 2001, as applicable. The owner/operator may not do the replacement unless he/she holds the proper mechanic authorization.
(i) Incorporate the following into the Aircraft Logbook "In accordance with AD 2002-11-05, the wing lower spar cap is life limited to ____." Insert the applicable safe life number from the applicable tables in paragraphs (c)(1) and (c)(3) of this AD and the Appendix of this AD.		
(ii) If, as of the time of the logbook entry requirement of paragraph (e)(1) of this AD, your airplane is over or within 10 hours of the safe life, an additional 10 hours TIS after July 12, 2002 (the effective date of this AD) is allowed to do the replacement.		

Actions	Compliance	Procedures
<p>(2) If you have ordered parts from the factory when it is time to replace the wing lower spar cap (as required when you reach the established safe life), but the parts are not available, you may eddy-current inspect the wing lower spar cap. These inspections are allowed until one of the following occurs, at which time the replacement must be done:</p> <ul style="list-style-type: none"> (i) Crack(s) is/are found; (ii) Parts become available from the manufacturer; or (iii) Not more than three inspections or 1,200 hours TIS go by: the first inspection would have to be done upon accumulating the safe life; the second inspection would have to be done within 400 hours TIS after accumulating the safe life; the third inspection would have to be done 400 hours TIS after the second inspection; and the replacement would have to be done within 400 hours TIS after the third inspection (maximum elapsed time would be 1,200 hours TIS). 	<p>Inspect before further flight after ordering the parts and thereafter at intervals not to exceed 400 hours TIS until one of the criteria in paragraphs (e)(2)(i), (e)(2)(ii), and (e)(2)(iii) of this AD is met.</p>	<p>Following the procedures in Snow Engineering Service Letter #197, pages 1 and 2, revised March 26, 2001, and page 3, dated June 13, 2000; and Snow Engineering Service Letter #205, pages 1, 2, and 4, revised March 26, 2001, and page 3, dated October 25, 2000 as applicable.</p>
<p>(3) Eddy-current inspect the wing lower spar cap in order to detect any crack before it extends to the modified center section of the wing and repair that crack or replace the wing section. The inspection must be done by one of the following:</p> <ul style="list-style-type: none"> (i) a Level 2 or Level 3 inspector that is certified for eddy-current inspection using the guidelines established by the American Society for Non-destructive Testing or MIL-STD-410; or (ii) A person authorized to perform AD work who has completed and passed the Air Tractor, Inc. training course on Eddy Current Inspection on wing lower spar caps. 	<p>Immediately before the replacement/modification required when you reach the new safe life. For airplanes that had this replacement done in accordance with either AD 2001-10-04 or AD 2001-10-04 R1, do this inspection and any necessary corrective action within the next 400 hours TIS after July 12, 2002 (the effective date of AD 2002-11-05), unless already done (have the mechanic who did the work mark the logbook accordingly).</p>	<p>Following the procedures in Snow Engineering Service Letter #197, pages 1 and 2, revised March 26, 2001, and page 3, dated June 13, 2000; and Snow Engineering Service Letter #205, pages 1, 2, and 4, revised March 26, 2001, and page 3, dated October 25, 2000, as applicable.</p>

May I Request an Alternative Method of Compliance (AMOC)?

(f) The Manager, Fort Worth or Los Angeles Airplane Certification Office (ACO), as applicable, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(1) For information on any already approved AMOCs or for information pertaining to this AD, contact:

(i) For the airplanes that do not incorporate and never have incorporated Marburger winglets: Rob Romero, Aerospace Engineer, FAA, Fort Worth Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5102; facsimile: (817) 222-5960; and

(ii) For airplanes that incorporate or have incorporated Marburger winglets: John Cecil, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Boulevard, Lakewood, California 90712; telephone: (562) 627-5228; facsimile: (562) 627-5210.

(2) AMOCs approved for AD 2001-10-04 and/or AD 2000-14-51 are not considered approved for this AD.

(3) AMOCs approved for AD 2001-10-04 R1 for the Model AT-501 airplanes are considered approved for this AD.

(4) AMOCs approved for AD 2002-11-05 for the Model AT-501 airplanes are considered approved for this AD.

Are There Any Additional AMOCs Being Considered for This AD?

(g) The FAA may approve, as an AMOC, inspection of the wing lower spar cap. You must submit the request in accordance with the procedures in paragraph (f) of this AD and adhere to the following:

(1) If you are over or within 10 hours TIS of reaching the safe life used in paragraph (e)(1) of this AD for the wing lower spar cap and you have ordered parts and scheduled a date for the replacement, but having the replacement done on this date grounds the airplane, do the following:

(i) Inspect the wing lower spar cap within 10 hours TIS after approval of the AMOC;

(ii) re-inspect thereafter at intervals not to exceed 400 hours TIS until either cracks are found, the date of the scheduled replacement occurs, or 1,200 hours TIS after the initial inspection are accumulated, whichever occurs first; and

(iii) do the inspections following the procedures in Snow Engineering Service Letter 197, pages 1 and 2, revised March 26, 2001, and page 3, dated June 13, 2000; and Snow Engineering Service Letter 205, pages 1, 2, and 4, revised March 26, 2001, and page 3, dated October 25, 2000, as applicable.

(2) Submit the following to the Fort Worth or Los Angeles ACO, as applicable, using the procedures described in paragraph (f) of this AD:

(i) The airplane model serial number designation, and airplane registration number (N-number);

(ii) the number of hours TIS on the airplane;

(iii) the scheduled date for the replacement; and

(iv) the name and location of the authorized repair shop.

(3) For more information about this issue, contact:

(i) For the airplanes that do not incorporate and never have incorporated Marburger winglets: Rob Romero, Aerospace Engineer, FAA, Fort Worth Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5102; facsimile: (817) 222-5960; and

(ii) For the airplanes that incorporate or have incorporated winglets: John Cecil, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Boulevard, Lakewood, California 90712; telephone: (562) 627-5228; facsimile: (562) 627-5210.

Special Flight Permit

(h) Under 14 CFR part 39.23, we are allowing special flight permits for the purpose of compliance with this AD under the following conditions:

- (1) Only operate in day visual flight rules (VFR).
- (2) Ensure that the hopper is empty.
- (3) Limit airspeed to 135 miles per hour (mph) indicated airspeed (IAS).
- (4) Avoid any unnecessary g-forces.
- (5) Avoid areas of turbulence.
- (6) Plan the flight to follow the most direct route.

Does This AD Incorporate Any Material by Reference?

(i) You must do the actions required by this AD following the instructions in Snow Engineering Service Letter 197, pages 1 and 2, revised March 26, 2001, and page 3, dated June 13, 2000; and Snow Engineering Service Letter 205, pages 1, 2, and 4, revised March 26, 2001, and page 3, dated October 25, 2000. On June 8, 2001 (66 FR 27014, May 16, 2001), the Director of the Federal Register previously approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Air Tractor, Incorporated, P.O. Box 485, Olney, Texas 76374; or Marburger Enterprises, Inc., 1227 Hillcourt, Williston, North Dakota 58801; telephone: (800) 893-1420 or (701) 774-0230; facsimile: (701) 572-2602. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2006-23647; Directorate Identifier 2006-CE-06-AD.

Appendix to AD 2002-11-05 R1

The following provides procedures for determining the safe life for those Model AT-501 airplanes that incorporate or have incorporated Marburger winglets. These winglets are installed in accordance with Supplemental Type Certificate (STC) No. SA00490LA.

1. Review your airplane's logbook to determine your airplane's time in service (TIS) with winglets installed per Marburger STC No. SA00490LA. This includes all time spent with the winglets currently installed and any previous installations where the winglet was installed and later removed.

Example: A review of your airplane's logbook shows that you have accumulated 350 hours TIS since incorporating the Marburger STC. Further review of the airplane's logbook shows that a previous owner had installed the STC and later removed the winglets after accumulating 150 hours TIS. Therefore, your airplane's TIS with the winglets installed is 500 hours.

If you determine that the winglet STC has never been incorporated on your airplane, then your safe life is presented in paragraph (c)(1) of this AD. Any further winglet installation would be subject to a reduced safe life per these instructions.

2. Determine your airplane's unmodified safe life from paragraph (c)(1) of this AD.

Example: Your airplane is a Model AT-501, serial number 0100. From paragraph (c)(1) of this AD, the unmodified safe-life of your airplane is 7,693 hours TIS. All examples from hereon will be based on the Model AT-501, serial number 0100 airplane.

3. Determine the winglet usage factor from paragraph (c)(3) of this AD.

Example: Again, your airplane is a Model AT-501, serial number 0100. From paragraph (c)(3) of this AD, your winglet usage factor is 1.6.

4. Adjust the winglet TIS to account for the winglet usage factor. Multiply the winglet TIS (result of 1.) by the winglet usage factor (result of 3.).

Example: Winglet TIS is 500 hours X a winglet usage factor of 1.6. The adjusted winglet TIS is 800 hours.

Appendix to AD 2002-11-05 R1

5. Calculate the winglet usage penalty. Subtract the winglet TIS (result of 1.) from the adjusted winglet TIS (result of 4.).

Example: Adjusted winglet TIS is 800 hours - the winglet TIS of 500 hours. The winglet usage penalty is 300 hours TIS.

6. Adjust the safe life of your airplane to account for winglet usage. Subtract the winglet usage penalty (result of 5.) result from the unmodified safe life from paragraph (c)(1) of this AD (the result of 2.).

Example: The unmodified safe life is 7,693 hours TIS - the 300 hours TIS usage penalty = 7,393 hours TIS adjusted safe life.

7. If you remove the winglets from your airplane before further flight or no longer have the winglets installed on your airplane, the safe life of your airplane is the adjusted safe life (result of 6.). Enter this number in paragraph (e)(1) of this AD and the airplane logbook.

8. If you keep the current winglet installation on your airplane, you must further reduce the safe life by dividing the adjusted safe life (result of 6.) by the winglet usage factor (result of 3.). Record this result in your airplane's logbook.

Example: Adjusted safe life is 7,393 hours / winglet usage factor of 1.6 = 4,621 hours TIS.

9. If, at anytime in the future, you install or remove the Marburger winglet STC from your airplane, you must repeat the procedures in this Appendix.

Issued in Kansas City, Missouri, on April 10, 2006.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-3614 Filed 4-14-06; 8:45 am]

BILLING CODE 4910-13-M

BW 2006-09

**GENERAL ELECTRIC
AIRWORTHINESS DIRECTIVE
ENGINE
FINAL RULE**

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2006-06-51 General Electric Company Aircraft Engines: Amendment 39-14566. Docket No. FAA-2006-24261; Directorate Identifier 2006-NE-12-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective May 2, 2006, to all persons except those persons to whom it was made immediately effective by emergency AD 2006-06-51, issued March 17, 2006, which contained the requirements of this amendment.

Affected ADs

(b) None.

Applicability

(c) This AD applies to General Electric Company Aircraft Engines (GEAE) CT7-8A serial numbers (SNs) 947201 through 947204, 947209 through 947235, 947238 through 9472268, 947273 through 947281, and 947283 through 947285. These engines are installed on, but not limited to, Sikorsky S92 helicopters.

Unsafe Condition

(d) This AD results from two failures of the No. 3 bearing in GEAE CT7-8A engines. We are issuing this AD to prevent failures of the No. 3 bearings and possible dual in-flight shutdowns of the engines.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Initial Inspection of the Electrical Chip Detector

(f) Within 25 hours time-in-service after the effective date of this AD, do the following:

- (1) Remove the electrical chip detector assembly.
- (2) If the chip detector assembly contains any bearing material, replace the engine.
- (3) Stagger the inspection intervals so the chip detectors on both engines on the same helicopter are not inspected at the same time.

Repetitive Inspection of the Electrical Chip Detector

(g) Thereafter, within 25 hours time-since-last inspection, perform the inspection specified in paragraph (f)(1) through (f)(3) of this AD.

Alternative Methods of Compliance

(h) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(i) None.

Issued in Burlington, Massachusetts, on April 11, 2006.

Francis A. Favara,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 06-3616 Filed 4-14-06; 8:45 am]

BILLING CODE 4910-13-P

**THRUSH AIRCRAFT INC.
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

CORRECTION: [*Federal Register: April 17, 2006 (Volume 71, Number 73); Page 19788; www.access.gpo.gov/su_docs/aces/aces140.html*]

2006-07-15 Thrush Aircraft, Inc. (Type Certificate Previously Held by Quality Aerospace, Inc. and Ayres Corporation): Amendment 39-14542; Docket No. FAA-2006-23649; Directorate Identifier 2006-CE-08-AD.

Effective Date

- (a) This AD becomes effective on April 18, 2006.

Affected ADs

- (b) The following lists a history of the ADs affected by this AD action:
- (1) This AD supersedes AD 2003-07-01; Amendment 39-13097;
 - (2) AD 2003-07-01 superseded AD 2000-11-16, Amendment 39-11764;
 - (3) AD 2000-11-16 superseded AD 97-17-03, Amendment 39-10195; and
 - (4) AD 97-17-03 superseded AD 97-13-11, Amendment 39-10071.

Applicability

(c) This AD affects the following airplane models and serial numbers that are certificated in any category. The table also identifies the group that each airplane belongs in when determining inspection compliance times:

TABLE 1.—APPLICABILITY AND AIRPLANE GROUPS

Model	Serial Nos.	Group
(1) S-2R	5000R through 5100R, except 5010R, 5031R, 5038R, 5047R, and 5085R	1
(2) S2R-G1	G1-101 through G1-106	1
(3) S2R-R1820	R1820-001 through R1820-035	1
(4) S2R-T15	T15-001 through T15-033	1
(5) S2R-T34	6000R through 6049R, T34-001 through T34-143, T34-145, T34-147 through T34-167, T34-171, T34-180, and T34-181.	1
(6) S2R-G10	G10-101 through G10-136, G10-138, G10-140, and G10-141	2
(7) S2R-G5	G5-101 through G5-105	2
(8) S2R-G6	G6-101 through G6-147	2

Model	Serial Nos.	Group
(9) S2RHG-T65	T65-002 through T65-018	2
(10) S2R-R1820	R1820-036	2
(11) S2R-T34	T34-144, T34-146, T34-168, T34-169, T34-172 through T34-179, and T34-189 through T34-232, and T34-234.	2
(12) S2R-T45	T45-001 through T45-014	2
(13) S2R-T65	T65-001 through T65-018	2
(14) 600 S2D	All serial numbers beginning with 600-1311D	3
(15) S-2R	1380R, 1416R through 2592R, 3000R, and 3002R	3
(16) S2R-R1340	R1340-001 through R1340-035	3
(17) S2R-R3S	R3S-001 through R3S-011	3
(18) S2R-T11	T11-001 through T11-005	3
(19) S2R-G1	G1-107, G1-108, and G1-109	4
(20) S2R-G10	G10-137, G10-139, and G10-142	4
(21) S2R-T34	T34-225, T34-236, T34-237, and T34-238	4
(22) S2R-G1	G1-110 through G1-115	5
(23) S2R-G10	G10-143 through G10-165	5
(24) S2R-G6	G6-148 through G6-155	5
(25) S2RHG-T34	T34HG-102	5
(26) S2R-T15	T15-034 through T15-040	5
(27) S2R-T34	T34-239 through T34-270	5
(28) S2R-T45	T45-015	5
(29) S-2R	5010R, 5031R, 5038R, 5047R, and 5085R	6

Note 1: The serial numbers of the Model S2R-T15 airplanes could incorporate T15-xxx and T27-xxx (xxx is the variable for any of the serial numbers beginning with T15- and T27-). This AD applies to both of these serial number designations as they are both Model S2R-T15 airplanes.

Note 2: The serial numbers of the Model S2R-T34 airplanes could incorporate T34-xxx, T36-xxx, T41-xxx, or T42-xxx (xxx is the variable for any of the serial numbers beginning with T34-, T36-, T41- and T42-). This AD applies to all of these serial number designations as they are all Model S2R-T34 airplanes.

Note 3: Any Group 3 airplane that has been modified with a hopper of a capacity more than 410 gallons, a piston engine greater than 600 horsepower, or any gas turbine engine, makes the airplane a Group 1 airplane for the purposes of this AD. Inspect the airplane at the Group 1 compliance time specified in this AD.

Note 4: Group 6 airplanes were originally manufactured with turbine engines, but were converted to radial engines. They are now configured identical to Group 3 airplanes.

Unsafe Condition

(d) This AD is the result of the analysis of data from 112 cracks found in the last 8 years on similar design Model 600 S2D and S2R (S-2R) series airplanes, and FAA's determination that an immediate initial inspection and more frequent repetitive inspections are necessary to address the unsafe condition for certain airplanes. We are issuing this AD to prevent lower wing spar cap failure caused by undetected fatigue cracks. Such failure could result in loss of a wing with consequent loss of airplane control.

Compliance

(e) To address the problem, do the following:

(1) If you have already done an inspection per AD 2003-07-01, identify the number of hours time-in-service (TIS) since your last inspection per AD 2003-07-01. You will need this to establish the inspection interval for next inspection required by this AD.

(2) Inspect the 1/4-inch and 5/16-inch bolt hole areas on each wing lower spar cap for fatigue cracking using magnetic particle, ultrasonic, or eddy current procedures. If Kaplan splice blocks, part number (P/N) 22515-1/-3 or 88-251 per Quality Aerospace, Inc. Custom Kit No. CK-AG-30, dated December 6, 2001, are installed, inspect the three bolt hole areas on each wing lower spar cap for fatigue cracking using magnetic particle, ultrasonic, or eddy current procedures. Use the compliance times listed in paragraph (e)(3) of this AD for the initial inspection and the compliance time listed in paragraphs (e)(5), (e)(6), or (e)(7) of this AD for the repetitive inspections. The cracks may emanate from the bolt hole on the face of the spar cap or they may occur in the shaft of the hole. You must inspect both of those areas.

(i) If using the magnetic particle method for the inspection, inspect using the "Inspection" portion of the "Accomplishment Instructions" and "Lower Splice Fitting Removal and Installation Instructions" in Ayres Corporation Service Bulletin No. SB-AG-39, dated September 17, 1996. You must follow American Society for Testing and Materials E 1444-01, using wet particles meeting the requirements of the Society for Automotive Engineers AMS 3046. CAUTION: You must firmly support the wings during the inspection to prevent movement of the spar caps when the splice blocks are removed. This will allow easier realignment of the splice block holes and the holes in the spar cap for bolt insertion.

(ii) The inspection must be done by or supervised by a Level 2 or Level 3 inspector certified following the guidelines established by the American Society for Nondestructive Testing or MIL-STD-410.

(iii) If using ultrasonic or eddy current methods for the inspection, a procedure must be sent to the FAA, Atlanta Aircraft Certification Office (ACO), for approval before doing the inspection. Send your proposed procedure to the FAA, Atlanta ACO, Attn: Cindy Lorenzen, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349. You are not required to remove the splice block for either the ultrasonic or eddy current inspections, unless corrosion is visible.

(iv) If you change the inspection method used (magnetic particle, ultrasonic, or eddy current), the TIS intervals for repetitive inspections are based on the method used for the last inspection.

(3) If airplanes have not reached the threshold for the initial inspection required in AD 2003-07-01, AD 2000-11-16, AD 97-17-03, or AD 97-13-11, initially inspect following the wing lower spar cap hours TIS schedule below or within 50 wing lower spar cap hours TIS after April 18, 2006 (the effective date of this AD), whichever occurs later:

TABLE 2.—INITIAL INSPECTION

Airplane group	Initially inspect within the following lower wing spar cap hours TIS
(i) Group 1	2,000 hours TIS.
(ii) Group 2	1,400 hours TIS.
(iii) Group 3	6,400 hours TIS.
(iv) Group 4	2,500 hours TIS.
(v) Group 5	6,200 hours TIS.

Airplane group	Initially inspect within the following lower wing spar cap hours TIS
(vi) Group 6	(A) Serial number (S/N) 5010R: 5,530 hours TIS.
	(B) S/N 5038R: 5,900 hours TIS.
	(C) S/N 5031R: 6,400 hours TIS.
	(D) S/N 5047R: 6,400 hours TIS.
	(E) S/N 5085R: 6,290 hours TIS.

(4) Airplanes in all groups must meet the following conditions before doing the repetitive inspections required in paragraphs (e)(5), (e)(6), or (e)(7) of this AD:

(i) No cracks have been found previously on wing spar;

(ii) Small cracks have been repaired through cold work (or done as an option if never cracked) per SB-AG-39;

(iii) Small cracks have been repaired by reaming the 1/4-inch bolt hole to 5/16 inches diameter (or done as an option if never cracked) per Ayres Corporation Custom Kit No. CK-AG-29, Part I, dated December 23, 1997;

(iv) Small cracks have been repaired through previous alternative methods of compliance (AMOC); or

(v) Small cracks have been repaired by the installation of Kaplan splice blocks, P/N 22515-1/-3 or 88-251 (or done as an option if never cracked) per Quality Aerospace, Inc. Custom Kit No. CK-AG-30, dated December 6, 2001.

(5) Repetitively inspect Groups 1, 2, 3, and 6 airplanes that do not have butterfly plates, P/N 20211-09 and P/N 20211-11, installed per Ayres Corporation Custom Kit No. CK-AG-29, Part II, dated December 23, 1997, and meet the conditions in paragraph (e)(4) of this AD. Follow the wing lower spar cap hours TIS compliance schedule below:

TABLE 3.—REPETITIVE INSPECTIONS FOR AIRPLANE GROUPS 1, 2, 3, AND 6 WITHOUT BUTTERFLY PLATES

When airplanes accumulate the following hours TIS on the wing lower spar cap, since the last inspection required in AD 2003–07–01,	Inspect within the following hours TIS after April 18, 2006 (the effective date of this AD),	Inspect thereafter at intervals of...
<i>(i) Magnetic particle inspection</i>		250 hours TIS.
(A) 450 or more hours	25 hours TIS.	
(B) 350 through 449 hours TIS	50 hours TIS.	
(C) 175 through 349 hours TIS	75 hours TIS.	
(D) Less than 175 hours TIS	upon accumulating 250 hours TIS.	
<i>(ii) Ultrasonic inspection</i>		275 hours TIS.
(A) 500 or more hours TIS	25 hours TIS.	
(B) 400 through 499 hours TIS	50 hours TIS.	
(C) 200 through 399 hours TIS	75 hours TIS.	
(D) Less than 200 hours TIS	upon accumulating 275 hours TIS.	
<i>(iii) Eddy Current inspection</i>		350 hours TIS.
(A) 625 or more hours TIS	25 hours TIS.	
(B) 500 through 624 hours TIS	50 hours TIS.	
(C) 275 through 499 hours TIS	75 hours TIS.	
(D) Less than 275 hours TIS	upon accumulating 350 hours TIS.	

(6) Repetitively inspect Groups 1, 2, 3, and 6 airplanes that have butterfly plates, P/N 20211-09 and P/N 20211-11, installed per Ayres Corporation Custom Kit No. CK-AG-29, Part II, dated December 23, 1997, and meet the conditions in paragraph (e)(4) of this AD. Follow the wing lower spar cap hours TIS compliance schedule below:

TABLE 4.—REPETITIVE INSPECTIONS FOR GROUPS 1, 2, 3, AND 6 WITH BUTTERFLY PLATES

When airplanes accumulate the following hours TIS on the wing lower spar cap, since the last inspection required in AD 2003–07–01,	Inspect within the following hours TIS after April 18, 2006 (the effective date of this AD),	Inspect thereafter at intervals of...
<i>(i) Magnetic particle inspection</i>		450 hours TIS.
(A) 800 or more hours TIS	25 hours TIS.	
(B) 650 through 799 hours TIS	50 hours TIS.	
(C) 375 through 649 hours TIS	75 hours TIS.	
(D) Less than 375 hours TIS	upon accumulating 450 hours TIS.	
<i>(ii) Ultrasonic inspection</i>		475 hours TIS.
(A) 825 or more hours TIS	25 hours TIS.	
(B) 675 through 824 hours TIS	50 hours TIS.	
(C) 400 through 674 hours TIS	75 hours TIS.	
(D) Less than 400 hours TIS	upon accumulating 475 hours TIS.	
<i>(iii) Eddy Current inspection</i>		625 hours TIS
(A) 1125 or more hours TIS	25 hours TIS.	
(B) 900 through 1124 hours TIS	50 hours TIS.	
(C) 550 through 899 hours TIS	75 hours TIS.	
(D) Less than 550 hours TIS	upon accumulating 625 hours TIS.	

(7) Repetitively inspect Groups 4 and 5 airplanes that meet the conditions in paragraph (e)(4) of this AD. Follow the wing lower spar cap hours TIS compliance schedule below:

TABLE 5.—REPETITIVE INSPECTION FOR GROUPS 4 AND 5

When using the following inspection methods,	Repetitively inspect at intervals of...
<i>(i) Magnetic particle inspection.</i>	900 hours TIS.
<i>(ii) Ultrasonic inspection</i>	950 hours TIS.
<i>(iii) Eddy current inspection</i>	1,250 hours TIS.

Note 5: Groups 4 and 5 airplanes had the butterfly plates installed at the factory.

(f) If any cracks are found in any inspection required by this AD, you must repair the cracks or replace the lower wing spar before further flight.

(1) Use the cold work process to ream out small cracks as defined in Ayres Corporation Service Bulletin No. SB-AG-39, dated September 17, 1996; or

(2) Ream the 1/4-inch bolt holes to 5/16 inches diameter as defined in Part I of Ayres Corporation Custom Kit No. CK-AG-29, dated December 23, 1997; or

(3) Install Kaplan Splice Blocks as defined in Quality Aerospace, Inc. Custom Kit No. CK-AG-30, dated December 6, 2001; or

(4) Replace the affected spar cap in accordance with the maintenance manual.

Note 6: If a crack is found, the reaming associated with the cold work process may remove a crack if it is small enough. Some aircraft owners/operators were issued alternative methods of compliance with AD 97-17-03 to ream the 1/4-inch bolt hole to 5/16 inches diameter to remove small cracks. Ayres Corporation Custom Kit No. CK-AG-29, Part I, dated December 23, 1997, also provides procedures to ream the 1/4-inch bolt hole to 5/16 inches diameter, which may remove a small crack. Resizing the holes to the required size to install a Kaplan splice block may also remove small cracks. If you use any of these methods to remove cracks and the airplane is re-inspected immediately with no cracks found, you may continue to follow the repetitive inspection intervals for your airplane listed in paragraphs (e)(5), (e)(6), or (e)(7) of this AD.

(g) For all inspection methods (magnetic particle, ultrasonic, or eddy current), hours TIS for initial and repetitive inspections intervals start over when wing spar is replaced.

(1) If the wings or wing spars were replaced with new or used wings or wing spars during the life of the airplane and logbook records positively show the hours TIS of the wings or wing spars, then initially inspect at applicable wing or wing spar times in paragraph (e)(3) and repetitively inspect at intervals in paragraphs (e)(5), (e)(6), or (e)(7) of this AD.

(2) If the wings or wing spars were replaced with new or used wings or wing spars during the life of the airplane and logbook records cannot positively show the hours TIS of the wings or wing spars, then inspect within 25 hours TIS after April 18, 2006 (the effective date of this AD), unless already done, and repetitively inspect at intervals in paragraphs (e)(5), (e)(6), or (e)(7) of this AD.

(h) Report any cracks you find within 10 days after the cracks are found or within 10 days after April 18, 2006 (the effective date of this AD), whichever occurs later. Send your report to Cindy Lorenzen, Aerospace Engineer, ACE-115A, Atlanta ACO, One Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta, GA 30349; telephone: (770) 703-6078; facsimile: (770) 703-6097; e-mail: cindy.lorenzen@faa.gov. The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act and assigned OMB Control Number 2120-0056. Include in your report the following information:

- (1) Aircraft model and serial number;
- (2) Engine model;
- (3) Aircraft hours TIS;
- (4) Left and right wing lower spar cap hours TIS;
- (5) Hours TIS on the spar cap since last inspection;
- (6) Crack location and size;
- (7) Procedure (magnetic particle, ultrasonic, or eddy current) used for the last inspection; and
- (8) Information on corrective action taken, whether cold working has been done or modifications incorporated such as installation of butterfly plates, and when this corrective action was taken.

Alternative Methods of Compliance (AMOCs)

(i) The Manager, Atlanta Aircraft Certification Office, FAA, ATTN: Cindy Lorenzen, Aerospace Engineer, ACE-115A, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta, GA 30349; telephone: (770) 703-6078; facsimile: (770) 703-6097; e-mail: cindy.lorenzen@faa.gov; or Mike Cann, Aerospace Engineer, ACE-117A, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6038; facsimile: (770) 703-6097; e-mail: *michael.cann@faa.gov*, has the authority to approve AMOCs for this AD, if requested using the procedures in 14 CFR 39.

(j) AMOCs approved for AD 2003-07-01, AD 2000-11-16, AD 97-13-11, and/or AD 97-17-03 are approved as AMOCs for this AD.

Material Incorporated by Reference

(k) You must do the actions required by this AD following the instructions in Ayres Corporation Service Bulletin No. SB-AG-39, dated September 17, 1996; Ayres Corporation Custom Kit No. CK-AG-29, dated December 23, 1997; and Quality Aerospace, Inc. Custom Kit No. CK-AG-30, dated December 6, 2001.

(1) As of July 25, 2000 (65 FR 36055), the Director of the Federal Register previously approved the incorporation by reference of Ayres Corporation Service Bulletin No. SB-AG-39, dated September 17, 1996; and Ayres Corporation Custom Kit No. CK-AG-29, dated December 23, 1997, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) As of May 20, 2003 (68 FR 15653), the Director of the Federal Register previously approved the incorporation by reference of Quality Aerospace, Inc. Custom Kit No. CK-AG-30, dated December 6, 2001, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(3) To get a copy of this service information, contact Thrush Aircraft, Inc. at 300 Old Pretoria Road, P.O. Box 3149, Albany, Georgia 31706-3149 or go to <http://www.thrushaircraft.com>. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2006-23649; Directorate Identifier 2006-CE-08-AD.

Issued in Kansas City, Missouri, on March 28, 2006.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-3162 Filed 4-3-06; 8:45 am]

BILLING CODE 4910-13-P

**BRANTLY HELICOPTER
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2006-08-07 Brantly Helicopter, Inc.: Amendment 39-14562. Docket No. FAA-2006-24447; Directorate Identifier 2005-SW-35-AD.

Applicability

Model B-2, B-2A, and B-2B helicopters, serial number 2001 and larger, with a vertical shaft (shaft), part number (P/N) 249-10, or any serial-numbered helicopter with a shaft, P/N 249-10, that was purchased after 1994, certificated in any category.

Compliance

Required as indicated, unless accomplished previously.

To detect fatigue cracking of the shaft and prevent failure of the shaft and subsequent loss of control of the helicopter, accomplish the following:

(a) Within the next 10 hours time-in-service (TIS) and before further flight after any hard landing or any main or tail rotor sudden stoppage:

(1) Remove the tail rotor vertical gearbox (gearbox), P/N 278-200; shaft, P/N 249-10; vertical shaft housing (housing), P/N 249-3; and the intermediate gearbox bushing (bushing), P/N 252-4, from the helicopter.

(2) Inspect the flange retainer, part number (P/N) 15-17, located at the top of the shaft housing for deformation and measure the inside diameter. Before further flight, replace the flange retainer with an airworthy flange retainer if the part is deformed or if the inside diameter is not 1.5050 to 1.5060 inches.

(3) Inspect the housing, P/N 249-3, for deformation and measure the outer diameter at each end and at the center of its span. Replace the housing with an airworthy housing if:

(i) The housing is deformed;

(ii) Any outer diameter not on the flared end is not 1.497 to 1.500 inches; or

(iii) The outer diameter of the flared end is not 1.844 to 1.875 inches.

(4) Inspect the bushing, P/N 252-4, for nicks or scoring, and measure the bushing's length. If the length of the bushing is not .292 to .302 inch or if nicks or scoring is found, replace the bushing with an airworthy bushing before further flight.

(5) Inspect the bevel pinion gear (gear), P/N 15-8, paying particular attention to the bore, for nicks, scoring, burrs, or misalignment. Measure the diameter of the bolt hole and the bore. Before further flight, replace the gear with an airworthy gear if:

(i) You find misalignment,

(ii) You cannot remove all nicks, scoring, or burrs with light hand polishing using Scotch Brite (maroon or white) and maintain all tolerances and a 32 root mean square (rms) finish,

(iii) The diameter of the bolt hole is not .1894 to .1899 inch, or

(iv) The bore diameter is not .6248 to .6250 inch.

(6) Inspect the shaft attachment bolt, P/N 15-201, that inserts into the pinion, and the attachment bolt, P/N 249-11, that inserts into the male coupling, for fretting or nicks in the area where the bolts contact the shaft and measure the grip diameter. If a bolt has fretting or nicks or if the grip diameter is not .1889 to .1894 inch, replace the bolt with an airworthy bolt before further flight.

(7) Inspect the male coupling, P/N 249-9, paying particular attention to the bore for nicks, scoring, keyway elongation, burrs, or misalignment and measure the bolt hole diameter and the bore diameter. Before further flight, replace the male coupling with an airworthy male coupling if:

- (i) You find misalignment;
- (ii) The keyway has elongation;
- (iii) You cannot remove all nicks, scoring, or burrs with light hand polishing using Scotch Brite (maroon or white) and maintain all tolerances and a 32 rms finish;
- (iv) The diameter of the bolt hole is not .1894 to .1899 inch; or
- (v) The bore diameter is not .6250 to .6260 inch.

(8) Inspect the shaft, P/N 249-10, for misalignment. Measure the diameter of the bolt holes. Inspect for straightness of the shaft by placing the shaft on a flat surface plate calibrated to work surface accuracy tolerance of .001 inch, rolling the shaft, and measuring the greatest gap between the shaft and the flat surface table. Magnetic particle inspect the shaft for a crack, paying particular attention to the bolt holes. Visually inspect the shaft, paying particular attention to a circular area of .500 inch radius from the center of the bolt holes for the following damage: nicks, scoring, fretting, burrs, or misalignment. Before further flight, replace the shaft if:

- (i) You find misalignment,
- (ii) You cannot remove all nicks, scoring, fretting, or burrs with light hand polishing using Scotch Brite (maroon or white) and maintaining all tolerances and a 32 rms finish,
- (iii) The diameter of the bolt hole is not .1894 to .1899 inch,
- (iv) The outer diameter of the shaft is not .6240 to .6250 inch at all points,
- (v) The shaft is not straight and the maximum gap between the shaft and the flat surface table exceeds .007 inch, or
- (vi) You find a crack, a surface or subsurface discontinuity, or pitting.

(9) Assemble and inspect the gearbox, P/N 278-200, the shaft, P/N 249-10, and the housing, P/N 249-3, by following Part 2, paragraph 2.6 of Brantly International Inc. Service Bulletin No. 105, Revision A, dated August 3, 2005 (SB). Before assembling the pinion gear and the male coupling to the shaft, thoroughly inspect the bore for foreign objects or burrs. Clean and deburr the bore. If the assembly fails any inspection required by this paragraph, replace the gearbox, shaft, and housing with airworthy parts before further flight and before complying with the remainder of this AD. When the SB uses the term "check", for purposes of this AD, it means "inspect." Also, you are not required to contact the factory as stated in the SB.

(b) Before installing the gearbox (upper):

- (i) Align and bolt down the intermediate gearbox, P/N 278-100, its cover, P/N 252-3, and the bushing, P/N 252-4, the long horizontal shaft housing, P/N 14-13, and its retainer flange, P/N 15-17, without making any adjustment for the gearbox (upper), shaft (vertical), or housing.

Note 1: See the applicable maintenance manual for installation instructions.

(c) Before further flight, install and inspect the gearbox, P/N 278-200, by following paragraphs 2.7 1) through 4) and Figure SB-105-2 of the SB. If the gearbox fails any portion of the installation procedures or any inspection tolerance required by this paragraph, the installation is not airworthy and the helicopter is grounded until the installation complies with the requirements of this paragraph.

(d) After an airworthy installation of the gearbox is complete, inspect the tail rotor rigging control and correct it, if necessary, before further flight.

Note 2: See the applicable maintenance manual for tail rotor control rigging instructions.

(e) Within 7 work days of conducting the inspections and measuring the affected parts, report any discrepancies for the item listed in Appendix A of this AD to the Rotorcraft Certification Office at the address specified in Appendix A. Information collection requirements contained in this AD have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

(f) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Rotorcraft Certification Office, FAA, for information about previously approved alternative methods of compliance.

(g) Assemble, inspect, and install the gearbox and associated parts by following the specified portions of the instructions in Brantly International, Inc. Service Bulletin No. 105, Revision A, dated August 3, 2005. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Brantly International, Inc., Wilbarger County Airport, 12399 Airport Drive, Vernon, TX 76384, telephone 940-552-5451. Copies may be inspected at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Appendix A—Results of Gearbox Assembly Inspection and Wear Measurements for the Brantly Model B-2, B-2A, and B-2B, Helicopters

Point of Contact Information:

Name: _____

Company Name: _____

Address: _____

City/State/Zip: _____

Telephone: _____

Gearbox Part Inspection and Measurement Information (Report any discrepancies found per the AD): _____

Flange Retainer part number (P/N) 15-17 _____

Shaft Housing, P/N 249-3 _____

Bushing, P/N 252-4 _____

Bevel Pinion, P/N 15-8 _____

Bolt, P/N 15-201 _____

Bolt 249-11 _____

Male Coupling, P/N 249-9 _____

Shaft, P/N 249-10 _____

Tail Rotor Gearbox Assembly, P/N 278-200 _____

Installation of Tail Rotor Gearbox Assembly _____

Mail or Fax Results to: Federal Aviation Administration, ATTN: Marc Belhumeur, Rotorcraft Certification Office, Fort Worth, TX 76193-0170, FAX: (516) 222-5783.

(h) This amendment becomes effective on May 2, 2006.

Issued in Fort Worth, Texas, on April 5, 2006.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 06-3536 Filed 4-14-06; 8:45 am]

BILLING CODE 4910-13-P

**AIR TRACTOR
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2006-08-08 Air Tractor, Inc.: Amendment 39-14563; Docket No. FAA-2006-23646; Directorate Identifier 2006-CE-05-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on April 21, 2006.

What Other ADs Are Affected by This Action?

(b) As of the issuance of this action, AD 2002-11-05 applies to Models AT-400, AT-401, AT-401B, AT-402, AT-402A, AT-402B, AT-501, AT-802, and AT-802A airplanes. The FAA is revising AD 2002-11-05 to remove the AT-400 series and AT-800 series airplanes from the applicability. The FAA is also issuing another similar AD on the AT-800 airplanes.

What Airplanes Are Affected by This AD?

(c) This AD applies to certain Models AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B airplanes that are certificated in any category. Use paragraph (c)(1) of this AD for affected airplanes that do not incorporate and never have incorporated Marburger winglets. Use paragraph (c)(3) of this AD for airplanes that have been modified to install lower spar caps, part number (P/N) 21058-1, and P/N 21058-2. Use paragraph (c)(4) of this AD for certain Models AT-401, AT-401B, AT-402, AT-402A, and AT-402B airplanes that incorporate or have incorporated Marburger winglets.

(1) The following table applies to airplanes that do not incorporate and never have incorporated Marburger winglets along with the safe life (presented in hours time-in-service (TIS)) of the wing lower spar cap for all affected airplane models and serial numbers:

TABLE 1.—SAFE LIFE FOR AIRPLANES THAT DO NOT INCORPORATE AND NEVER HAVE INCORPORATED MARBURGER WINGLETS

Model	Serial Nos.	Wing lower spar cap safe life
AT-400	All beginning with 0416	13,300 hours TIS.
AT-401	0662 through 0951	10,757 hours TIS.
AT-401B	0952 through 1020, except 1015	6,948 hours TIS.
AT-401B	1015 and all beginning with 1021	7,777 hours TIS.
AT-402	0694 through 0951	7,440 hours TIS.
AT-402A	0738 through 0951	7,440 hours TIS.
AT-402A	0952 through 1020	2,000 hours TIS.
AT-402A	All beginning with 1021	2,300 hours TIS.
AT-402B	0966 through 1020, except 1015	2,000 hours TIS.
AT-402B	1015 and all beginning with 1021	2,300 hours TIS.

(2) If piston-powered aircraft have been converted to turbine power, you must use the limits for the corresponding serial number turbine-powered aircraft.

(3) If you have an aircraft that has been modified by installing lower spar caps, P/N 21058-1 and P/N 21058-2, you must use a wing lower spar cap life of 9,800 hours TIS. No inspections are required to reach this life.

(i) Airplanes that have been modified with replacement spar caps, P/N 21058-1 and P/N 21058-2, are not eligible to have Supplemental Type Certificate (STC) No. SA00490LA, Marburger winglets, installed.

(ii) If your airplanes currently has spar caps, P/N 21058-1 and P/N 21058-2, and winglets installed, then you must remove the winglets before further flight and you must contact the FAA at the address in paragraph (l)(1) of this AD for a new safe life.

(iii) Installation of Marburger winglets on airplanes that have been modified with replacement spar caps, P/N 21058-1 and P/N 21058-2, will require additional fatigue-data substantiating an appropriate safe life. If you have replacement spar caps and wish to install winglets, you must contact the FAA at the address in paragraph (l)(1) of this AD for additional information.

(4) The following table applies to airplanes that incorporate or have incorporated Marburger winglets. These winglets are installed following STC No. SA00490LA. Use the winglet usage factor in Table 2 of this paragraph, the wing lower spar cap safe life specified in Table 1 in paragraph (c)(1) of this AD, and the instructions included in Appendix 1 to this AD to determine the new safe life of airplanes that incorporate or have incorporated Marburger winglets:

TABLE 2.—WINGLET USAGE FACTOR TO DETERMINE THE SAFE LIFE FOR AIRPLANES THAT INCORPORATE OR HAVE INCORPORATED MARBURGER WINGLETS PER STC NO. SA00490LA

Model	Serial Nos.	Winglet usage factor
AT-401	0662 through 0951	1.6
AT-401B	0952 through 1020, except 1015	1.1
AT-401B	1015 and all beginning with 1021	1.1
AT-402	0694 through 0951	1.6
AT-402A	0738 through 0951	1.6
AT-402A	0952 through 1020	1.1
AT-402A	All beginning with 1021	1.1
AT-402B	0966 through 1020, except 1015	1.1
AT-402B	1015 and all beginning with 1021	1.1

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of fatigue cracking of the wing main spar lower cap at the center splice joint outboard fastener hole. The actions specified in this AD are intended to detect and correct cracks in the wing main spar lower cap, which could result in failure of the spar cap and lead to wing separation and loss of control of the airplane.

What Must I Do To Address This Problem?

(e) Safe Life Record: For all affected airplanes, modify the applicable aircraft records (logbook) as follows to show the safe life for the wing lower spar cap listed in this AD (use the information from paragraph (c) of this AD and Appendix 1 to this AD, as applicable).

(1) Incorporate the following into the Aircraft Logbook: "Following AD 2006-08-08 the wing lower spar cap is life limited to — hours time-in-service (TIS)." Insert the applicable safe life number from the applicable tables in paragraph (c) of this AD and Appendix 1 to this AD.

(i) Do the logbook entry within the next 10 hours TIS after April 21, 2006 (the effective date of this AD).

(ii) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may modify the aircraft records. Make an entry into the aircraft records showing compliance with this portion of the AD following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(2) Wing Spar Replacement: For all affected airplanes, replace the wing lower spar cap following Snow Engineering Drawing Number 21088, dated November 3, 2004. Replace upon accumulating the safe life used in paragraph (e)(1) of this AD or within the next 50 hours TIS after [date] (the effective date of this AD), whichever occurs later. The owner/operator may not do the spar cap replacement, unless he/she holds the proper mechanic's authorization.

(f) Inspection Requirements: For all affected airplanes, except Model AT-402A, all serial numbers beginning with 0952, and except Model AT-402B, all serial numbers beginning with 0966: Do the initial inspection of the outboard two lower spar cap bolt holes following Snow Engineering Co. Process Specification 197, page 1, revised June 4, 2002, pages 2 through 4, dated February 23, 2001, and page 5, dated May 3, 2002; and using the wing spar lower cap TIS schedules listed in the following table. After the initial inspection, perform repetitive inspections using the same procedure as the initial inspection at the repetitive inspection intervals listed in the following table. If not already done, install access panels at the time of the first inspection following Snow Engineering Service Letter 202, page 3, dated October 16, 2000.

Note 1: Hours listed in the table are in hours TIS and the phrase "within — hours" refers to "within — hours after [date] (the effective date of this AD)."

TABLE 3.—INSPECTION TIMES

Model	Serial Nos.	Current wing spar lower cap TIS hours	Initial inspection	Repetitive inspection interval
AT-400	All beginning with 0416	Greater than 7,750	Within 50 hours or upon the accumulation of 8,000 hours, whichever is later	900 hours.
AT-401	0662-0951	Greater than 6,250	Within 50 hours or upon the accumulation of 6,500 hours, whichever is later	700 hours.
AT-401	0662-0951	Greater than 4,350 but less than or equal to 6,250.	Within 250 hours or upon the accumulation of 4,850 hours, whichever is later	700 hours.
AT-401	0662-0951	Greater than 2,750 but less than or equal to 4,350.	Within 500 hours	700 hours.
AT-401	0662-0951	Less than or equal to 2,750.	Upon the accumulation of 3,250	700 hours.
AT-401B	0952-1020 except 1015	Greater than 3,950	Within 50 hours or upon the accumulation of 4,200 hours, whichever is later	600 hours.

Model	Serial Nos.	Current wing spar lower cap TIS hours	Initial inspection	Repetitive inspection interval
AT-401B	0952-1020 except 1015	Greater than 2,650 but less than or equal to 3,950.	Within 250 hours or upon the accumulation of 3,150 hours, whichever is later	600 hours.
AT-401B	0952-1020 except 1015	Greater than 1,600 but less than or equal to 2,650.	Within 500 hours	600 hours.
AT-401B	0952-1020 except 1015	Less than or equal to 1,600.	Upon the accumulation of 2,100 hours	600 hours.
AT-401B	1015 and 1021-1124	Greater than 4,450	Within 50 hours or upon the accumulation of 4,700, whichever is later	400 hours.
AT-401B	1015 and 1021-1124	Greater than 3,000 but less than or equal to 4,450	Within 250 hours or upon the accumulation of 3,500 hours, whichever is later	400 hours.
AT-401B	1015 and 1021-1124	Greater than 1,850 but less than or equal to 3,000	Within 500 hours	400 hours.
AT-401B	1015 and 1021-1124	Less than or equal to 1,850	Upon the accumulation of 2,350	400 hours.
AT-401B	All beginning with 1125	Greater than 4,450	Within 50 hours or upon the accumulation of 4,700 hours, whichever is later	1,000 hours.
AT-401B	All beginning with 1125	Greater than 3,000 but less than or equal to 4,450	Within 250 hours or upon the accumulation of 3,500 hours, whichever is later	1,000 hours.
AT-401B	All beginning with 1125	Greater than 1,850 but less than or equal to 3,000	Within 500 hours	1,000 hours.
AT-401B	All beginning with 1125	Less than or equal to 1,850	Upon the accumulation of 2,350	1,000 hours.
AT-402/402A	0694-0951	Greater than 4,250	Within 50 hours or upon the accumulation of 4,500, whichever is later	700 hours.
AT-402/402A	0694-0951	Greater than 2,850 but less than or equal to 4,250	Within 250 hours or upon the accumulation of 3,350, whichever is later	700 hours.
AT-402/402A	0694-0951	Greater than 1,750 but less than or equal to 2,850	Within 500 hours	700 hours.
AT-402/402A	0694-0951	Less than or equal to 1,750	Upon the accumulation of 2,250	700 hours.

(g) For all affected airplanes: Replace any cracked wing lower spar cap following Snow Engineering Drawing Number 21088, dated November 3, 2004, before further flight after the inspection in which cracks are found.

(h) For all affected airplanes, except Model AT-402A, all serial numbers beginning with 0952, and except Model AT-402B, all serial numbers beginning with 0966: Report to the FAA any cracks detected as the result of each inspection required by paragraph (f) of this AD on the form in Figure 1 of this AD.

(1) Only if cracks are found, send the report within 10 days after the inspection required in paragraph (f) of this AD.

(2) The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act and assigned OMB Control Number 2120-0056.

(i) For all affected airplanes: Upon the accumulation of the life used in paragraph (e)(1) of this AD or within the next 50 hours TIS after [date] (the effective date of this AD), whichever occurs later, you must replace your wing lower spar cap before further flight following Snow Engineering Drawing Number 21088, dated November 3, 2004.

(j) For Model AT-402A airplanes, all serial numbers beginning with 0952; and Model AT-402B airplanes, all serial numbers beginning with 0966: In lieu of the safe life used in paragraph (e)(1) of this AD, you may eddy-current inspect and modify the wing lower spar cap. The inspection schedule and modification procedures are included in Appendix 2 to this AD.

(k) For all affected airplanes (those complying with the actions in the AD or AMOC): One of the following must do the inspection:

(1) A level 2 or 3 inspector certified in eddy current inspection using the guidelines established by the American Society for Nondestructive Testing or MIL-STD-410; or

(2) A person authorized to perform AD work and who has completed and passed the Air Tractor, Inc. training course on Eddy Current Inspection on wing lower spar caps.

AD 2006-08-08 INSPECTION REPORT (REPORT <u>ONLY</u> IF CRACKS ARE FOUND)	
1. Inspection Performed By:	2. Phone:
3. Aircraft Model:	4. Aircraft Serial Number:
5. Engine Model Number:	6. Aircraft Total TIS:
7. Wing Total TIS:	8. Lower Spar Cap TIS:
9. Has the lower spar cap been inspected before? (Eddy-current, Dye penetrant, magnetic particle, ultrasound) <input type="checkbox"/> Yes <input type="checkbox"/> No	9a. If yes, Date: _____ Inspection Method: _____ Lower Spar Cap TIS: _____ Cracks found? <input type="checkbox"/> Yes <input type="checkbox"/> No
10. Has there been any major repair or alteration performed to the spar cap? <input type="checkbox"/> Yes <input type="checkbox"/> No	10a. If yes, specify (Description and TIS)
11. Date of AD inspection: _____	
12. Inspection Results: (Note: Report only if cracks are found)	12a. <input type="checkbox"/> Left Hand <input type="checkbox"/> Right Hand
12b. Crack Length: _____	12c. Does drilling hole to next larger size remove all traces of the crack(s)? <input type="checkbox"/> Yes <input type="checkbox"/> No
12d. Corrective Action Taken:	

Mail report to: Manager, Fort Worth ACO, ASW-150, 2601 Meacham Blvd., Fort Worth, TX 76193-0150; or fax to (817) 222-5960

Figure 1

May I Request an Alternative Method of Compliance?

(1) The Manager, Fort Worth or Los Angeles Airplane Certification Office (ACO), as applicable, FAA, has the authority to approve alternative methods of compliance (AMOCs) for this AD, if requested using the procedures found in 14 CFR 39.19. For information on any already approved alternative methods of compliance, contact:

(1) For the airplanes that do not incorporate and never have incorporated Marburger winglets: Rob Romero, Aerospace Engineer, FAA, Fort Worth Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5102; facsimile: (817) 222-5960.

(2) For airplanes that incorporate or have incorporated Marburger winglets: John Cecil, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Boulevard, Lakewood, California 90712; telephone: (502) 627-5228; facsimile: (562) 627-5210.

(m) AMOCs approved for AD 2001-10-04, AD 2001-10 R1, or AD 2002-11-05 for the AT-400 series airplanes are not considered approved for this AD.

Special Flight Permit

(n) Under 14 CFR part 39.23, we are allowing special flight permits for the purpose of compliance with this AD under the following conditions:

- (1) Only operate in day visual flight rules (VFR).
- (2) Ensure that the hopper is empty.
- (3) Limit airspeed to 135 miles per hour (mph) indicated airspeed (IAS).
- (4) Avoid any unnecessary g-forces.
- (5) Avoid areas of turbulence.
- (6) Plan the flight to follow the most direct route.

Does This AD Incorporate Any Material by Reference?

(o) You must do the actions required by this AD following the instructions in Snow Engineering Drawing 21088, dated November 3, 2004; Snow Engineering Co. Process Specification 197, page 1, revised June 4, 2002, pages 2 through 4, dated February 23, 2001, and page 5, dated May 3, 2002; and Snow Engineering Co. Service Letter 202, page 3, dated October 16, 2000. The Director of the Federal Register approved the incorporation by reference of this service information following 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Air Tractor, Incorporated, P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; facsimile: (940) 564-5612; or Marburger Enterprises, Inc., 1227 Hillcourt, Williston, North Dakota 58801; telephone: (800) 893-1420 or (701) 774-0230; facsimile: (701) 572-2602. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; US Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2006-23646; Directorate Identifier 2006-CE-05-AD.

Appendix 1 To AD 2006-08-08

The following provides procedures for determining the safe life for those Models AT-401, AT-401B, AT-402, AT-402A, and AT-402B airplanes that incorporate or have incorporated Marburger winglets. These winglets are installed following Supplemental Type Certificate (STC) No. SA009490LA.

What if I removed the Marburger winglets prior to further flight after the effective date of this AD or prior to the effective date of this AD?

1. Review your airplane's logbook to determine your airplane's time in service (TIS) with winglets installed per Marburger STC No. SA00940LA. This includes all time spent with the winglets currently installed and any previous installations where the winglet was installed and later removed.

Example: A review of your airplane's logbook shows that you have accumulated 350 hours TIS since incorporating the Marburger STC. Further review of the airplane's logbook shows that a previous owner had installed the STC and later removed the winglets after accumulating 150 hours TIS. Therefore, your airplane's TIS with the winglets installed is 500 hours.

If you determine that the winglet STC has never been incorporated on your airplane, then your safe life is presented in paragraph (c)(1) of this AD. Any future winglet installation will be subject to a reduced safe life per these instructions.

2. Determine your airplane's unmodified safe life from paragraph (c)(1) of this AD.

Example: Your airplane is a Model AT-401B, serial number 1022. From paragraph (c)(1) of this AD, the unmodified safe life of your airplane is 7,777 hours TIS.

All examples from hereon will be based on the Model AT-401B, serial number 1022 airplane.

3. Determine the winglet usage factor from paragraph (c)(4) of this AD.

Example: Again, your airplane is a Model AT-401B, serial number 1022. From paragraph (c)(4) of this AD, your winglet usage factor is 1.1.

4. Adjust the winglet TIS to account for the winglet usage factor. Multiply the winglet TIS (result of Step 1 above) by the winglet usage factor (result of Step 3 above).

Example: Winglet TIS is 500 hours X a winglet usage factor of 1.1. The adjusted winglet TIS is 550 hours.

5. Calculate the winglet usage penalty. Subtract the winglet TIS (result of Step 1 above) from the adjusted winglet TIS (result of Step 4 above).

Example:

Adjusted winglet TIS-the winglet TIS-winglet usage penalty.
(550 hours)-(500 hours TIS) = (50 hours TIS).

6. Adjust the safe life of your airplane to account for winglet usage. Subtract the winglet usage penalty (result of Step 5 above) result from the unmodified safe life from paragraph (c)(1) of this AD (result of Step 2 above.).

Example:

Unmodified safe life-winglet usage penalty = adjusted safe life.
(7,777 hours TIS)-(50 hours TIS) = (7,727 hours TIS).

7. If you remove the winglets from your airplane before further flight or no longer have the winglets installed on your airplane, the safe life of your airplane is the adjusted safe life (result of Step 6 above). Enter this number in paragraph (e)(1) of this AD and the airplane logbook.

What if I have the Marburger winglet installed as of the effective date of this AD and plan to operate my airplane without removing the winglet?

1. Review your airplane's logbook to determine your airplane's TIS without the winglets installed.

Example: A review of your airplane's logbook shows that you have accumulated 1,500 hours TIS, including 500 hours with the Marburger winglets installed. Therefore, your airplane's TIS without the winglets installed is 1,000 hours.

2. Determine your airplane's unmodified safe life from paragraph (c)(1) of this AD.

Example: Your airplane is a Model AT-401B, serial number 1022. From paragraph (c)(1) of this AD, the unmodified safe life of your airplane is 7,777 hours TIS.

All examples from hereon will be based on the Model AT-401B, serial number 1022 airplane.

3. Determine the winglet usage factor from paragraph (c)(4) of this AD.

Example: Again, your airplane is a Model AT-401B, serial number 1022. From paragraph (c)(4) of this AD, your winglet usage factor is 1.1.

4. Determine the potential winglet TIS. Subtract the TIS without the winglets installed (result of Step 1 above) from the unmodified safe life (result of Step 2 above).

Example:

Unmodified safe life-TIS without winglets = Potential winglet TIS.
 (7,777 hours TIS)-(1,000 hours TIS) = (6,777 hours TIS).

5. Adjust the potential winglet TIS to account for the winglet usage factor. Divide the potential winglet TIS (result of Step 4 above) by the winglet usage factor (result of Step 3 above).

Example:

Potential winglet TIS / Winglet usage factor = Adjusted potential winglet TIS.
 (6,777 hours TIS) / (1.1) = (6,155 hours TIS).

6. Calculate the winglet usage penalty. Subtract the adjusted potential winglet TIS (result of Step 5 above) from the potential winglet TIS (result of Step 4 above).

Example:

Potential winglet TIS-Adjusted potential winglet TIS = Winglet usage penalty.
 (6,777 hours TIS)-(6,155 hours TIS) = (622 hours TIS).

7. Adjust the safe life of your airplane to account for the winglet installation. Subtract the winglet usage penalty (result of Step 6 above) from the unmodified safe life from paragraph (c)(1) of this AD (the result of Step 2 above).

Example:

Unmodified safe life-Winglet usage penalty = Adjusted safe life.
 (7,777 hours TIS)-(622 hours TIS) = (7,155 hours TIS).

8. Enter the adjusted safe life (result of Step 7 above) in paragraph (e)(1) of this AD and the airplane logbook.

What if I install or remove the Marburger winglet from my airplane in the future?

If, at anytime in the future, you install or remove the Marburger winglet STC from your airplane, you must repeat the procedures in this Appendix to determine the airplane's safe life.

Appendix 2—Alternative Method of Compliance (AMOC) To AD 2006-08-08

Optional Inspection Program

For Model AT-402A airplanes, all serial numbers (S/Ns) beginning with 0952, and Model AT-402B airplanes, all S/Ns beginning with 0966, that do not incorporate and never have incorporated Marburger winglets installed following STC No. SA00490LA; you may begin a repetitive inspection interval program as an alternative to the safe life requirement of this AD with the following provisions:

1. Upon accumulating 1,600 hours time-in-service (TIS) or within the next 50 hours TIS after April 21, 2006 (the effective date of AD 2006-08-08), whichever occurs later, eddy-current inspect the outboard two lower spar cap bolt holes following Snow Engineering Process Specification 197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002. The inspection must be done by one of the following:

- a. A Level 2 or Level 3 inspector that is certified for eddy-current inspection using the guidelines established by the American Society for Nondestructive Testing or MIL-STD-410; or
- b. A person authorized to do AD work and who has completed and passed the Air Tractor, Inc. training course on Eddy Current Inspection on wing lower spar caps.

2. Repeat these inspections at intervals of (as applicable):

a. 400 hours TIS:

- i. Model AT-402A, S/Ns 1021 through 1124
- ii. Model AT-402B, S/Ns 1015, and 1021 through 1124

b. 600 hours TIS:

- i. Model AT-402A, S/Ns 0952 through 1020
- ii. Model AT-402B, S/Ns 0966 through 1020, except 1015

c. 1,000 hours TIS:

- i. Model AT-402A, all S/Ns beginning with 1125
- ii. Model AT-402B, all S/Ns beginning with 1125

d. If the outboard two lower spar cap bolt holes have been cold worked following Snow Engineering Service Letter 238 or 239, both dated September 30, 2004, then you may double the inspection intervals listed in a., b., and c. above (800 hours TIS, 1,200 hours TIS, or 2,000 hours TIS, as applicable) (See Step 8.-re: mid cycle cold work).

e. Your logbook entry must include the work done and the inspection intervals that are upcoming, as follows:

"Following AD 2006-08-08, at XXXX (insert hours TIS of the initial pre-modification inspection) hours TIS an eddy-current inspection has been performed. As of now, the safe life listed in the AD no longer applies to this airplane. This airplane must be eddy-current inspected at intervals not to exceed (400/600/800/1,000/1,200/2,000, as applicable) hours TIS. The first of these inspections is due at (insert the total number of hours TIS the first of these inspections is due) hours TIS."

3. If at any time a crack is found, and:

a. If the crack indication goes away by doing the initial steps of the modification following the applicable sheet of Snow Engineering Co. Drawing Number 20992, then you may continue to modify your wing. After modification, proceed to Step 5.

b. If the crack indication does not go away by doing the initial steps of the modification following the applicable sheet of Snow Engineering Co. Drawing Number 20992, then you must replace all parts and hardware listed in Step 7.

c. Report to the FAA any cracks found using the form in Figure 1 of this AD.

4. Upon accumulating 4,000 hours TIS, you must:

a. Modify your center splice connection following the applicable sheet of Snow Engineering Co. Drawing Number 20992, unless already done. Before doing the modification, do an eddy-current inspection following Snow Engineering Process Specification 197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002. (See Step 9). If, as of April 21, 2006 (the effective date of AD 2006-08-08), your airplane is over or within 50 hours of reaching the 4,000-hour TIS modification requirement, then you must perform the modification within 50 hours TIS.

b. Your logbook entry must include the work done and the inspection intervals that are upcoming, as follows:

"Following AD 2006-08-08, at XXXX (insert hours TIS of the modification) hours TIS an eddy-current inspection has been performed. As of now, the safe life listed in the AD no longer applies to this airplane. This airplane must be eddy-current inspected at (insert the number of hours TIS at modification plus 1,600 hours TIS) hours TIS.

5. Upon accumulating 1,600 hours TIS after modification, inspect the left-hand and right-hand outboard two lower spar cap bolt holes following Snow Engineering Process Specification 197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002.

6. Repeat the inspection at intervals of:

a. 1,000 hours TIS; or

b. 2,000 hours TIS if the outboard two lower spar cap bolt holes have been cold worked following Snow Engineering Service Letter 239, dated September 30, 2004 (See Step 8.).

c. Your logbook entry must include the work done and the post-modification inspection intervals that are upcoming, as follows:

"Following AD 2006-08-08, at XXXX (insert hours TIS of the initial post-modification inspection) hours TIS an eddy-current inspection has been performed. As of now, the safe life listed in the AD no longer applies to this airplane. This airplane must be eddy-current inspected at intervals not to exceed (1,000/2,000, as applicable) hours TIS. The first of these inspections is due at (insert the total number of hours TIS the first of these inspections is due) hours TIS."

d. If at any time a crack is found, then before further flight you must replace the lower spar caps, splice blocks, and wing attach angles and hardware. You must also notify the FAA using the form in Figure 1 of this AD.

7. Upon accumulating 8,000 hours TIS, before further flight you must replace the lower spar caps, splice blocks, and wing attach angles (P/N 20693-1) and associated hardware. No additional time will be authorized for airplanes that are at over 8,000 hours TIS (See Step 9.).

8. If you decide to cold work your bolt holes following Snow Engineering Service Letter 238 or 239, both dated September 30, 2004, at a TIS that does not coincide with a scheduled inspection

following this AD, then eddy-current inspect at the time of cold working and then begin the 800/1,200/2000 hour TIS inspection intervals (2 times the intervals listed in Steps 2.a., 2.b., 2.c., and 6.a listed above).

9. If you have modified your airplane before accumulating 4,000 hours TIS, then you may continue to fly your airplane past (modification + 4,000 hours TIS) provided you cut your inspection intervals in half. Make a logbook entry following Step 6.c. to reflect these reduced inspection intervals. Upon accumulating 8,000 hours TIS, you must comply with Step 7 above. See example:

Example: An AT-402B had the two-part modification installed at 3,000 hours TIS and the bolt holes have not been cold worked.

The first inspection would occur at 4,600 hours TIS. From Step 5, this is modification plus 1,600 hours.

Inspections would follow at 5,600 and 6,600 hours TIS. From Step 6a, this is 1,000-hour TIS inspection intervals.

There is another inspection at 7,000 hours TIS (modification plus 4,000 hours TIS). This relates to the 8,000-hour TIS inspection from Step 7, which is modification plus 4,000 hours TIS, except in this example the modification took place at 3,000 hours TIS instead of 4,000 hours TIS listed in Step 4.

This airplane may continue to fly if inspected again at 7,500 hours TIS, which is 500 hours TIS. This 500-hour time corresponds to Step 9 where you cut your inspection interval from Step 6a in half.

Upon accumulating 8,000 hours TIS (this is the same as Step 7), you must replace the parts listed in Step 7 above.

For Model AT-402A airplanes, al S/N's beginning with 0952, and Model AT-402B airplanes, all S/Ns beginning with 0966, that incorporate or have incorporated Marburger winglets installed following STC No. SA00490LA; you may begin a repetitive inspection interval program as an alternative to the safe life requirement of this AD following the steps above with the following provisions:

If you have removed the winglets, then calculate new, reduced hours for Steps 1, 4, 5, and 7 above, as applicable, based on the winglet usage factor listed in paragraph (c)(4) and Appendix 2 of this AD.

You may repetitively inspect at the same intervals list in Step 2 above provided that you do not re-install the winglets.

Example: An AT-402B airplane, S/N 1020, had winglets installed at 200 hours TIS and removed at 800 hours TIS.

The winglet usage factor is: 1.1.

Calculate equivalent hours: 600 hours TIS with winglets x 1.1 = 660 hours TIS.

Winglet usage penalty = 660-600 = 60.

New Step 1 Pre-Modification Initial Inspection time = 1,600-60 = 1,540 hours TIS.

Retained Step 2 Pre-Modification Inspection interval: Since the winglets are removed, the Pre-Modification Inspection interval remains at 600 hours TIS.

New Step 4 Modification time = 4,000-60 = 3,940 hours TIS.

New Step 5 Post-Modification Initial Inspection time = 3,940 + 1,600 = 5,540 hours TIS.

Retained Step 6 Post-Modification Inspection interval: Since the winglets are removed the Post-Modification Inspection interval remains at 1,000/2,000 hours TIS.

New Step 7 Replacement time = 8,000-60 = 7,940 hours TIS.

Use the Retained Step 2 interval, the New Step 5 time, and the Retained Step 6 interval to make appropriate logbook entries for the pre- and post-modification intervals, using the format presented in Steps 2.e., 4.b., and 6.c.

If you have not removed the winglets, then calculate new, reduced hours for Steps 1, 2, 4, 5, 6, and 7 above, as applicable, based on the winglet usage factor listed in paragraph (c)(4) and Appendix 2 of this AD.

Repetitively inspect at the appropriate interval listed in the step above divided by the winglet usage factor.

Example: An AT-402B, S/N 1,000 has had winglets on since new.

The winglet usage factor is: 1.1.

New Step 1 Pre-Modification Initial Inspection time: $1,600 / 1.1 = 1,455$ hours TIS.

New Step 2 Pre-Modification Inspection interval: $600 / 1.1 = 545$ hours TIS.

New Step 4 Modification time: $4,000 / 1.1 = 3,636$ hours TIS.

New Step 5 Post-Modification Initial Inspection time: $3,636 + (1,600 / 1.1) = 5,090$ hours TIS.

New Step 6 Post-Modification Inspection interval: $1,000 / 1.1 = 909$ hours TIS.

New Step 7 Replacement time: $8,000 / 1.1 = 7,273$ hours TIS.

Use the reduced hours you calculate in New Step 2, New Step 5, and New Step 6 to make appropriate logbook entries for the pre- and post-modification inspection intervals, using the format presented in Steps 2.e., 4.b., and 6.c.

Issued in Kansas City, Missouri, on April 10, 2006.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-3617 Filed 4-18-06; 8:45 am]

BILLING CODE 4910-13-M

BW 2006-09

**AIR TRACTOR
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2006-08-09 Air Tractor, Inc.: Amendment 39-14565; Docket No. FAA-2005-20591; Directorate Identifier 2005-CE-14-AD.

When Does This AD Become Effective?

- (a) This AD becomes effective on April 21, 2006.

What Other ADs Are Affected by This Action?

(b) As of the issuance of this action, AD 2002-11-05 applies to Models AT-400, AT-401, AT-401B, AT-402, AT-402A, AT-402B, AT-501, AT-802, and AT-802A airplanes. The FAA is revising AD 2002-11-05 to remove the AT-400 series and AT-800 series airplanes from the applicability. The FAA is also issuing another similar AD on the AT-400 series airplanes.

What Airplanes Are Affected by This AD?

(c) This AD affects Model AT-802A airplanes, all serial numbers beginning with 802-0001, that are:

- (1) Certificated in any category;
- (2) Engaged in agricultural dispersal operations including those airplanes that have been converted between fire fighting and agricultural dispersal;
- (3) Not equipped with the factory-supplied computerized fire gate (part number 80540); and
- (4) Not engaged in full-time fighting only.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of fatigue cracking of the wing main spar lower cap at the center splice joint outboard fastener hole. The actions specified in this AD are intended to detect and correct cracks in the wing main spar lower cap, which could result in failure of the spar cap and lead to wing separation and loss of control of the airplane.

What Service Information Must I Use To Do the Actions Required by This AD?

(e) You must use the following Snow Engineering Co. service information to do the actions required by this AD:

- (1) Process Specification 197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002;

- (2) Process Specification 204, Rev. C, dated November 16, 2004;
- (3) Service Letter 215, page 5, titled "802 Spar Inspection Holes and Vent Tube Mod," dated November 19, 2003;
- (4) Service Letter 420, dated September 30, 2004;
- (5) Service Letter 244, dated April 25, 2005;
- (6) Drawing Number 20975, Sheet 2, Rev. A, dated September 1, 2004;
- (7) Drawing Number 20975, Sheet 3, dated January 6, 2005; and
- (8) Drawing Number 20995, Sheet 2, Rev. C., dated September 28, 2005.

What Must I Do To Address This Problem?

(f) At the initial inspection time specified in paragraph (f)(2) of this AD, do the following:

(1) For the affected airplanes listed in Table 1 in paragraph (f)(2) of this AD, gain access for the required inspection listed below by installing cover plates following Service Letter 215, page 5, titled "802 Spar Inspection Holes and Vent tube mod," dated November 19, 2003.

(2) For the following airplanes, eddy current inspect the center splice joint outboard two fastener holes in both the right and left wing main spar lower caps for cracks following Process Specification 197. For these airplanes, use the following wing spar lower cap hours time-in-service (TIS) schedule to do the initial and repetitive inspections:

TABLE 1.—INSPECTION TIMES

Serial No.	Condition	Initially inspect:	Repetitively inspect thereafter at intervals not to exceed:
(i) 802–0001 through 802–0091.	As manufactured	Upon accumulating 1,700 hours TIS or within 50 hours TIS after April 21, 2006 (the effective date of this AD), whichever occurs later.	850 hours TIS.
(ii) 802–0001 through 802–0091.	Modified with cold-worked fastener holes following Service Letter #244.	If performing the cold-working procedure in Service Letter #244, it includes the eddy current inspection.	1,700 hours TIS.

(3) One of the following must do the inspection:

(i) A level 2 or 3 inspector certified in eddy current inspection using the guidelines established by the American Society for Nondestructive Testing or MIL-STD-410; or

(ii) A person authorized to perform AD work and who has completed and passed the Air Tractor, Inc. training course on Eddy Current Inspection on wing lower spar caps.

(g) For all affected airplanes listed in paragraphs (f)(2)(i) and (f)(2)(ii) of this AD as terminating action for the inspection requirements, you may modify your wing by installing part number (P/N) 20997-2 web plate and P/N 20985-1 and 20985-2 extended 8-bolt splice blocks following Drawing 20995, Sheet 2, and cold-working the outboard two fastener holes in both the left and right hand lower spar caps at the center splice joint following Service Letter 240.

(h) For all affected airplanes listed in paragraphs (f)(2)(i) and (f)(2)(ii) of this AD, repair or replace any cracked spar cap before further flight after the inspection in which cracks are found. For repair or replacement, do whichever of the following that applies:

(1) For cracks that can be repaired by incorporating the terminating action specified in paragraph (g) of this AD, do the actions in paragraphs (g) of this AD before further flight after the inspection in which cracks are found.

(2) For cracks that cannot be repaired by incorporating the terminating action specified in paragraph (g) of this AD, replace the lower spar caps and associated parts listed in paragraph (i) of this AD before further flight after the inspection in which cracks are found.

(i) For all AT-802 and AT-802A airplanes, upon accumulating the hours TIS on the wing spar lower caps listed in paragraph (i)(3) of this AD or within 50 hours TIS after April 21, 2006 (the effective date of this AD), whichever occurs later, replace the wing main spar lower spar caps, the center joint splice blocks and hardware, the wing attach angles and hardware, and install the steel web splice plate (P/N 21106-1 for serial numbers 0001 through -0091, and P/N 20094-2 for all serial numbers beginning with 0092), unless already done. Replace as follows:

(1) For airplane serial numbers 802-0001 through 802-0091, follow Drawing Number 20975, Sheet 3, and Process Specification 204.

(2) For airplane serial numbers beginning with 802-0092, follow Drawing Number 20975, Sheet 2, and Process Specification 204.

(3) The following presents the safe life and replacements times as required in paragraph (i) of this AD:

TABLE 2.—SAFE LIFE AND REPLACEMENT TIMES

Serial No.	Wing spar lower cap safe-life
AT-802-0001 through AT-802-0059	4,132 hours TIS.
AT-802-0060 through AT-802-0091	4,188 hours TIS.
All beginning with AT-802-0092	8,163 hours TIS.
AT-802A-001 through AT-802A-0059	4,969 hours TIS.
AT-802A-0060 through AT-802-0091	4,531 hours TIS.
All beginning with AT-802A-0092	8,648 hours TIS.

(j) After replacing the wing spar lower caps and hardware, installing the web splice plate, and cold working the fastener holes by following Drawing Number 20975, Sheet 3 (serial numbers 802-0001 through 802-0091), or Sheet 2 (all serial numbers beginning with 802-0092), and Process Specification 204, the new safe-life for wing spar lower caps is as follows:

TABLE 3.—NEW SAFE LIFE FOR WING SPAR LOWER CAPS

Serial No.	Wing spar lower cap safe-life
All beginning with AT-802-0001	8,163 hours TIS.
All beginning with AT-802A-0001	8,648 hours TIS.

(k) Report any cracks you find within 10 days after the cracks are found or within 10 days after April 21, 2006 (the effective date of this AD), whichever occurs later.

(1) Include in your report the aircraft serial number, aircraft TIS, wing spar cap TIS, crack location and size, corrective action taken, and a point of contact name and phone number. Send your report to Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; facsimile: (210) 308-3370.

(2) The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act and assigned OMB Control Number 2120-0056.

May I Request an Alternative Method of Compliance?

(l) The Manager, Fort Worth Airplane Certification Office, FAA, has the authority to approve alternative methods of compliance for this AD, if requested using the procedures found in 14 CFR 39.19. For information on any already approved alternative methods of compliance or for information pertaining to this AD, contact Andrew McAnual, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; facsimile: (210) 308-3370.

(m) AMOCs approved for AD 2001-10-04, AD 2001-10-04 R1, or AD 2002-11-05 for the Models AT-802 and AT-802A airplanes are not considered approved for this AD.

Special Flight Permit

(n) Under 14 CFR part 39.23, we are allowing special flight permits for the purpose of compliance with this AD under the following conditions:

- (1) Only operate in day visual flight rules (VFR).
- (2) Ensure that the hopper is empty.
- (3) Limit airspeed to 135 miles per hour (mph) indicated airspeed (IAS).
- (4) Avoid any unnecessary g-forces.
- (5) Avoid areas of turbulence.
- (6) Plan the flight to follow the most direct route.

Does This AD Incorporate Any Material by References?

(o) You must do the actions required by this AD following the instructions in Snow Engineering Co. Process Specification 197, page 1, revised June 4, 2002; pages 2 through 4, dated February 23, 2001; and page 5, dated May 3, 2002; Snow Engineering Co. Process Specification 204, Rev. C, dated November 16, 2004; Snow Engineering Co. Service Letter 215, page 5, titled "802 Spar Inspection Holes and Vent Tube Mod," dated November 19, 2003; Snow Engineering Co. Service 240, dated September 30, 2004; Snow Engineering Co. Service Letter 244, dated April 25, 2005; Snow Engineering Co. Drawing Number 20975, Sheet 2, Rev. A, dated September 1, 2004; Snow Engineering Co. Drawing Number 20975, Sheet 3, dated January 6, 2005; and Snow Engineering Co. Drawing Number 20995, Sheet 2, Rev. C., dated September 28, 2004. The Director of the Federal Register approved the incorporation by reference of this service information in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Air Tractor, Incorporated, P.O. Box 485, Olney, Texas 76374. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; US Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001 or on the Internet at <http://dms.dot.gov>. The docket number FAA-2005-20591; Directorate Identifier 2005-20591; Directorate Identifier 2005-CE-14-AD.

Issued in Kansas City, Missouri, on April 10, 2006.

David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-3613 Filed 4-18-06; 8:45am]
BILLING CODE 4910-13-M

BW 2006-09

**PILATUS
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2006-08-11 Pilatus Aircraft Ltd.: Amendment 39-14568; Docket No. FAA-2004-19220; Directorate Identifier 2004-CE-27-AD.

Effective Date

- (a) This AD becomes effective on June 2, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD affects Models PC-12 and PC-12/45 airplanes, all serial numbers, that are equipped with the following crew seat bucket assemblies and are certificated in any category:

(1) Crew seats with a recline system, part numbers (P/N): 959.30.01.111, 959.30.01.112, 959.30.01.121, and 959.30.01.122

(2) Crew seats without recline system, P/Ns: 959.30.01.131, 959.30.01.132, 959.30.01.133, and 959.30.01.134

Unsafe Condition

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Switzerland. The actions specified in this AD are intended to prevent cracks in the backrest tubes of certain crew seat bucket assemblies, which could result in failure of the seat system. This failure could lead to the pilot and co-pilot's reduced ability to control the airplane. This failure could also affect the proper function of the seat restrain system in the case of an emergency landing.

Compliance

- (e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) For crew seat bucket assemblies with a recline system, P/Ns 959.30.01.111, 959.30.01.112, 959.30.01.121, and 959.30.01.122 (or FAA-approved equivalent P/Ns), replace the backrest tubes.	Initially replace upon the accumulation of 5,000 hours time-in-service (TIS) or within the next 100 hours TIS after June 2, 2006 (the effective date of this AD), whichever occurs later, unless already done. Thereafter, replace the backrest tubes upon the accumulation of 5,000 hours TIS (the life limit established in this AD).	Replace following the procedures in the applicable component maintenance manual (CMM).
(2) For crew seat bucket assemblies without a recline system, P/Ns 959.30.01.131, 959.30.01.132, 959.30.01.133, and 959.30.01.134 (or FAA-approved equivalent P/Ns), and with less than or equal to 10,000 hours TIS replace the backrest tubes.	Initially replace upon the accumulation of 10,000 hours TIS or within the next 500 hours TIS after June 2, 2006 (the effective date of this AD), whichever occurs later, unless already done. Thereafter, replace the backrest tubes upon the accumulation of 10,000 hours TIS (the life limit established in this AD).	Replace following the procedures in the CMM.
(3) For crew seat bucket assemblies without a recline system, P/Ns 959.30.01.131, 959.30.01.132, 959.30.01.133, and 959.30.01.134 (or FAA-approved equivalent P/Ns), and with greater than 10,000 hours TIS replace the backrest tubes.	Initially upon the accumulation of 10,500 hours TIS or within the next 100 hours TIS after June 2, 2006 (the effective date of this AD), whichever occurs later, unless already done. Thereafter, replace the backrest tubes upon the accumulation of 10,000 hours TIS (the life limit established in this AD).	Replace following the procedures in the CMM.
(4) Do not install: (i) Any crew seat bucket assembly with a recline system, P/N 959.30.01.111, 959.30.01.112, 959.30.01.121, and 959.30.01.122, (or FAA-approved equivalent P/Ns), with unknown hours TIS or which has accumulated 5,000 or more hours TIS; or (ii) Any crew seat bucket assembly without a recline system, P/N 959.30.01.131, 959.30.01.132, 959.30.01.133, and 959.30.01.134 (or FAA-approved equivalent P/Ns), with unknown hours TIS or which has accumulated 10,000 or more hours TIS.	As of June 2, 2006 (the effective date of this AD). The life limits specified in paragraphs (e)(1), (e)(2), and (e)(3) of this AD apply to all parts installed as spares.	Not applicable.

Actions	Compliance	Procedures
(5) 14 CFR 21.303 allows for replacement parts through parts manufacturer approval(PMA). The phrase "or FAA-approved equivalent part number" in this AD is intended to signify those parts that are PMA parts approved through identity to the design of the part under the type certificate and replacement parts to correct the unsafe condition under PMA (other than identity). If parts are installed that are identical to the unsafe parts, then the corrective actions of the AD affect these parts also. In addition, equivalent replacement parts to correct the unsafe condition under PMA (other than identity) may also be installed provided they meet current airworthiness standards, which include those actions cited in this AD.	Not applicable	Not applicable.
(6) You must contact the type certificate holder any time a modification or repair is done that affects the parts listed in paragraphs (e)(1), (e)(2), (e)(3), and (e)(4) of this AD to determine the effect, if any, the modification or repair may have on the life limits established in this AD.	As of June 2, 2006 (the effective date of this AD)	Not applicable.

Note 1: The FAA recommends that you return all replaced backrest tubes to Pilatus Aircraft Ltd., Structural Analysis Group ECE, Ch-6371 Stans, Switzerland. Include the following information: crew seat P/N and serial number, aircraft manufacturer serial number, aircraft flying hours, number of flights, and replacement date of the replaced backrest tubes.

Note 2: Pilatus PC-12 Aircraft Maintenance Manual Revision 17/Interactive Electronic Technical Publication (IETP) Revision 9, Chapter 4, section 04-00-00, references the crew seat bucket assembly replacements.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Standards Office, Small Airplane Directorate, FAA, ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(g) Swiss AD Number HB-2005-470, Effective Date: December 30, 2005, also addresses the subject of this AD.

Issued in Kansas City, Missouri, on April 12, 2006.
Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-3725 Filed 4-18-06; 8:45 am]
BILLING CODE 4910-13-P

**MD HELICOPTERS
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

2006-08-12 MD Helicopters, Inc: Amendment 39-14569. Docket No. FAA-2006-24518; Directorate Identifier 2006-SW-10-AD. Supersedes AD 2001-24-51, Amendment 39-12706, Docket No. 2001-SW-57-AD.

Applicability

Model 600N helicopters, serial numbers with a prefix "RN" and 003 through 058, that have not been modified in the fuselage aft section to strengthen the tailboom attachments and longerons in accordance with MD Helicopters Technical Bulletin TB600N-007, dated January 12, 2004, or TB600N-007, Revision 1, dated April 13, 2006, certificated in any category.

Compliance

Required as indicated.

To prevent failure of the tailboom attachment fittings, separation of the tailboom from the helicopter, and subsequent loss of control of the helicopter, accomplish the following:

Note 1: There is a slight discrepancy between MD Helicopters, Inc. Service Bulletin SB600N-036, dated November 2, 2001 (SB600N-036) and MD Helicopters Service Bulletin SB600N-039, dated December 9, 2003 (SB600N-039) on the vertical location of the upper left inspection hole. Either location is acceptable for this AD.

(a) Within 5 hours time-in-service (TIS), unless accomplished previously:

(1) Remove the tailboom fairing and tailboom. Remove both upper tailboom attachment access covers in accordance with the Accomplishment Instructions, paragraph 2.B.(2) of SB600N-036.

Note 2: MDHI CSP-HMI-2, Section 53-40-30, pertains to the subject of this AD.

(2) Using a light and a 10x or higher magnifying glass:

(i) Inspect the right and left upper tailboom attachment fittings, part number (P/N) 500N3422 and 500N3422-3, respectively, for a crack as shown in Figure 1 of the SB600N-036. If a crack is found, replace any cracked attachment fitting with an airworthy attachment fitting before further flight.

(ii) Inspect both upper tailboom attachment nut plates for thread damage or a crack. Replace any damaged or cracked nut plate with an airworthy nut plate before further flight.

(iii) Inspect both angles for a crack. If a crack is found on a right-hand angle, P/N 500N3429-6, before further flight, install a new clip in accordance with the Accomplishment Instructions, paragraph 2.B.(5)(c) of the SB600N-036. If a crack is found on the left-hand angle, P/N 500N3429-7, before further flight, replace the angle with an airworthy angle, or repair the angle in accordance with FAA-approved procedures.

(3) Replace the upper right (pilot side) tailboom attachment bolt (bolt) with a new bolt.

(4) If the removed upper right pilot-side bolt is broken, replace the remaining three bolts with airworthy bolts before further flight.

(5) Add one washer, P/N AN960C516 (NAS1149C0563R) or AN960C616 (NAS1149C0663R), as appropriate, to each tailboom bolt between the tailboom and the NAS1587 countersunk washer. A minimum of two threads must extend past the nut plate.

(6) Modify both access covers in accordance with the Accomplishment Instructions, paragraph 2.B.(6), of the SB600N-036.

(b) Within 5 hours TIS, unless accomplished previously:

(1) Drill four additional inspection holes in the fuselage as shown for the left side of the fuselage in Figure 1 of SB600N-039, by following the Accomplishment Instruction paragraphs of SB600N-039 as follows:

(i) Paragraphs 2.A.(1)(a), (b), and (d) for inspection holes at L166 and R166.

(ii) Paragraphs 2.A.(2)(a), (b), and (d) for inspection holes at L153 and R153.

(2) Thoroughly clean the attachment fittings and surrounding area. If the attachment fittings and surrounding area cannot be satisfactorily cleaned to accomplish a borescope inspection, then accomplish the actions in paragraph (c) of this AD.

(3) Using a lighted borescope, inspect all four attachment fittings and the surrounding area for cracking.

(i) If a crack is found in the upper right attachment fitting, accomplish the actions in paragraph (c) of this AD.

(ii) If a crack is found in any of the other three attachment fittings, before further flight, accomplish the actions described in paragraph (f) of this AD.

(4) Visually inspect the upper longerons for cracking in accordance with the Accomplishment Instructions, paragraph 2.C., of SB600N-039. If a crack is found in the upper longeron, accomplish the actions in paragraph (e) of this AD.

Note 3: The reference in Figure 1 of SB600N-039 to the inspection hole at L167 mistakenly states that it was "Added by SB900-036." Inspection holes at L167 and R167 were originally specified by SB600N-036.

(c) Within 25 hours TIS, unless accomplished previously:

(1) Thoroughly clean all attachment fittings and the surrounding areas, inspect the area for cracking, replace the upper right attachment fitting and all four nut plates, and paint the area inside of the attachment fittings in accordance with the Accomplishment Instructions, paragraph 2.B., of MD Helicopters Service Bulletin SB600N-043, dated April 13, 2006 (SB600N-043). If a crack is found in any of the other three attachment fittings, before further flight, accomplish the actions described in paragraph (f) of this AD.

(2) Using a 10x magnifying glass, inspect the attachment bolts' threads and shanks for wear or damage in accordance with paragraph 2.B., of SB600N-043. If wear or damage is present, replace the attachment bolts with airworthy bolts.

(d) Thereafter, at the specified intervals, remove the plug buttons from the inspection holes, and using a bright light, inspect the upper and lower left and upper and lower right attachment fittings, angles, and nut plates for a crack by following the Accomplishment Instruction paragraphs of SB600N-039, as follows, except you are not required to contact MDHI to meet the requirements of this AD.

(1) At intervals not to exceed 25 hours TIS, through inspection holes at L167 and R167, inspect the upper left and upper right attachment fittings, angles, and nut plates by following the Accomplishment Instructions, paragraphs 2.B.(2) through 2.B.(4), of SB600N-039.

(2) At intervals not to exceed 100 hours TIS, through inspection holes at L166 and R166, inspect the lower left and lower right attachment fittings, angles, and nut plates by following the Accomplishment Instructions, paragraphs 2.B.(2) through 2.B.(4), of SB600N-039.

(e) If a crack is found in the upper right attachment fitting, or in any angle, nut plate, longeron, or if thread wear or damage is found on any nut plate or bolt, before further flight, replace the cracked or worn or damaged part with an appropriate airworthy part, or accomplish the actions in paragraph (f) of this AD. If cracking is found in any of the other three attachment fittings, before further flight, accomplish the actions described in paragraph (f) of this AD.

(f) If required by paragraph (c)(1) of this AD, or if you choose to make this modification to comply with paragraph (e) of this AD, modify the aft fuselage to strengthen the tailboom attachments and the longerons by following the Accomplishment Instructions of MD Helicopters Technical Bulletin TB600N-007, Revision 1, dated April 13, 2006. Modifying the aft fuselage in accordance with this paragraph constitutes a terminating action for the requirements of this AD.

(g) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Los Angeles Aircraft Certification Office, Airframe Branch, FAA, ATTN: Jon Mowery, Aviation Safety Engineer, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5322, fax (562) 627-5210, for information about previously approved alternative methods of compliance.

(h) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to the nearest maintenance facility capable of performing the inspections and modification.

(i) The inspections shall be done in accordance with MD Helicopters Service Bulletin SB600N-036, dated November 2, 2001. The incorporation by reference of that document was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of April 29, 2002 (67 FR 17934, April 12, 2002). The inspections, replacements and modifications shall be done in accordance with MD Helicopters Service Bulletin SB600N-039, dated December 9, 2003; MD Helicopters Service Bulletin SB600N-043, dated April 13, 2006; and MD Helicopters Technical Bulletin TB600N-007, Revision 1, dated April 13, 2006. The incorporation by reference of these documents was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from MD Helicopters Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, Arizona 85215-9734, telephone 1-800-388-3378, fax 480-346-6813, or on the web at <http://www.mdhelicopters.com>. Copies may be inspected at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(j) This amendment becomes effective on April 27, 2006.

Issued in Fort Worth, Texas, on April 20, 2006.

Mark R. Schilling,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 06-3986 Filed 4-26-06; 8:45 am]

BILLING CODE 4910-13-P

BW 2006-09

**PRATT & WHITNEY CANADA
AIRWORTHINESS DIRECTIVE
ENGINE**

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2006-08-13 Pratt & Whitney Canada: Amendment 39-14570. Docket No. FAA-2006-24117; Directorate Identifier 2006-NE-07-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective May 8, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Pratt & Whitney Canada (PWC) PW535A engines with serial numbers lower than DC0241, and with hydromechanical fuel control (HFC) part number (P/N) 819735-4, 819735-5, or 819735-6 installed. These engine models are installed on, but not limited to, Cessna model 560 Citation (Encore) airplanes.

Unsafe Condition

(d) This AD results from incidents of PW535A engines experiencing lack of response to the power lever input during engine acceleration, due to an incorrect adjustment of the HFC ratio unit setscrew. We are issuing this AD to prevent lack of engine response to power lever input, which could cause a single or dual engine in-flight shutdown event.

Compliance

(e) You are responsible for having the actions required by this AD performed within 50 flight hours time-in-service after the effective date of this AD, unless the actions have already been done.

(f) To ensure the HFC, P/N 819735-4, 819735-5, or 819735-6, ratio unit setscrew is properly adjusted, determine if the HFC serial number is listed in Table 1 of PWC Alert Service Bulletin (ASB) No. PW500-72-A30257, Revision 1, dated December 3, 2004.

(1) If the HFC's serial number is listed in Table 1, ensure the HFC ratio unit setscrew is properly adjusted by following the instructions contained in paragraphs 3 B, C, D, E, F, G, and H of PWC ASB No. PW500-72-A30257, Revision 1, dated December 3, 2004.

(2) If the HFC's serial number is not listed, this airworthiness directive is not applicable.

Prior Credit

(g) Compliance with the original version of PWC ASB No. PW500-72-A30257, dated December 2, 2003, before the effective date of this AD satisfies the requirements of this AD.

Alternative Methods of Compliance

(h) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(i) Transport Canada airworthiness directive CF-2004-28, dated December 20, 2004, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use Pratt & Whitney Canada Alert Service Bulletin No. PW500-72-A30257, Revision 1, dated December 3, 2004, to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Pratt & Whitney Canada, 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; telephone 800-268-8000; fax 450-647-2888, for a copy of this service information. You may review copies at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

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Robert G. Mann,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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